

New TAS - B - 2

( 1 ) Annual Operating Surplus/Deficit of The Project

US\$ thousand )

----- Operating Revenue ; Including Technical & Commercial Charges !!

Year	Operation Revenue ( Total )	Operating Expenditure			Operating Surplus/Deficit (ex. Interest)	7.00% Interest 1.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depreciation	Total			
1999	36,830	0	0	0	36,830	0	36,830
1999	39,423	0	0	0	39,423	1,680	37,743
2000	42,158	47,500	1,656	49,156	-6,958	3,360	-10,318
2001	44,646	47,500	1,656	49,156	-4,310	3,360	-7,870
2002	47,095	47,500	1,656	49,156	-2,061	3,904	-5,965
2003	49,543	47,500	1,656	49,156	387	4,199	-3,811
2004	51,992	47,500	1,656	49,156	2,836	4,027	-1,192
2005	55,431	47,500	1,656	49,156	6,275	4,777	1,498
2006	57,858	47,500	1,656	49,156	8,652	6,271	2,381
2007	60,184	47,500	1,656	49,156	11,028	7,850	3,179
2008	62,561	47,500	1,656	49,156	13,405	9,318	4,087
2009	64,938	47,500	1,656	49,156	15,782	11,449	4,333
2010	67,866	36,990	22,039	59,029	28,837	13,792	15,045
2011	69,951	36,990	22,039	59,029	30,932	13,512	17,420
2012	72,056	36,990	22,039	59,029	33,027	13,232	19,795
2013	74,151	36,990	22,039	59,029	35,122	12,925	22,198
2014	76,247	36,990	22,039	59,029	37,217	12,596	24,622
2015	78,342	36,990	22,039	59,029	39,312	12,401	26,911
2016	100,414	36,990	22,039	59,029	41,385	12,295	29,090
2017	102,487	36,990	22,039	59,029	43,457	12,101	31,357
2018	104,559	36,990	22,039	59,029	45,530	11,813	33,717
2019	106,632	36,990	22,039	59,029	47,602	11,458	36,144
2020	108,704	36,750	22,039	58,789	49,915	10,943	38,972
2021	110,755	36,750	22,039	58,789	51,955	10,316	41,649
2022	112,805	36,750	22,039	58,789	54,016	9,690	44,326
2023	114,856	36,750	22,039	58,789	56,066	9,063	47,003
2024	116,906	36,750	22,039	58,789	58,117	8,437	49,680
2025	118,957	36,750	22,039	58,789	60,167	7,810	52,357
2026	121,091	36,750	22,039	58,789	62,302	7,183	55,118
2027	123,226	36,750	22,039	58,789	64,436	6,557	57,880
2028	123,226	36,750	22,039	58,789	64,436	5,930	58,506
2029	123,226	36,750	22,039	58,789	64,436	5,304	59,133
2030	123,226	36,750	20,383	57,133	66,092	4,677	61,415
2031	123,226	36,750	20,383	57,133	66,092	4,050	62,042
2032	123,226	36,750	20,383	57,133	66,092	3,424	62,668
2033	123,226	36,750	20,383	57,133	66,092	2,824	63,268
2034	123,226	36,750	20,383	57,133	66,092	2,247	63,845
2035	123,226	36,750	20,383	57,133	66,092	1,675	64,418
2036	123,226	36,750	20,383	57,133	66,092	1,134	64,938
2037	123,226	36,750	20,383	57,133	66,092	722	65,370
2038	123,226	36,750	20,383	57,133	66,092	383	65,710
2039	123,226	36,750	20,383	57,133	66,092	131	65,961
2040	123,226	36,750	0	36,750	66,475	0	66,475
2041	123,226	36,750	0	36,750	66,475	0	66,475
2042	123,226	36,750	0	36,750	66,475	0	66,475
2043	123,226	36,750	0	36,750	66,475	0	66,475
2044	123,226	36,750	0	36,750	66,475	0	66,475
2045	123,226	36,750	0	36,750	66,475	0	66,475
2046	123,226	36,750	0	36,750	66,475	0	66,475
2047	123,226	36,750	0	36,750	66,475	0	66,475
2048	123,226	36,750	0	36,750	66,475	0	66,475
2049	123,226	36,750	0	36,750	66,475	0	66,475
2050	123,226	36,750	0	36,750	66,475	0	66,475

Interest Rate : 7.20%

**Namangan - I** (1) Annual Operating Surplus/Deficit of The Project (US\$ thousand)

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Operating Revenue (Total)	Operating Expenditure			Operating Surplus/Deficit (In Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depreciation	Total			
2000	3,266	2,350	0	2,350	916	0	916
2001	3,511	2,350	0	2,350	1,161	142	1,019
2002	3,756	2,350	0	2,350	1,406	255	1,151
2003	4,001	2,350	0	2,350	1,651	501	1,150
2004	4,246	2,350	0	2,350	1,896	911	985
2005	4,491	2,350	0	2,350	2,141	1,381	760
2006	7,450	6,080	4,260	10,340	-2,890	2,704	-5,594
2007	7,735	6,080	4,260	10,340	-2,604	2,704	-5,308
2008	8,021	6,080	4,260	10,340	-2,318	2,704	-5,022
2009	8,307	6,080	4,260	10,340	-2,033	2,704	-4,737
2010	9,386	6,080	4,260	10,340	-954	2,704	-3,658
2011	9,817	6,080	4,260	10,340	-523	2,704	-3,227
2012	10,248	6,080	4,260	10,340	-92	2,697	-2,789
2013	10,679	6,080	4,260	10,340	339	2,684	-2,345
2014	11,110	6,080	4,260	10,340	770	2,659	-1,889
2015	11,541	6,080	4,260	10,340	1,201	2,614	-1,412
2016	12,045	6,080	4,260	10,340	1,706	2,545	-839
2017	12,549	6,080	4,260	10,340	2,210	2,409	-200
2018	13,054	6,080	4,260	10,340	2,714	2,274	440
2019	13,558	6,080	4,260	10,340	3,218	2,139	1,079
2020	14,062	6,080	4,260	10,340	3,722	2,004	1,719
2021	14,503	6,080	4,260	10,340	4,163	1,869	2,294
2022	14,943	6,080	4,260	10,340	4,603	1,733	2,870
2023	15,383	6,080	4,260	10,340	5,044	1,598	3,446
2024	15,383	6,080	4,260	10,340	5,044	1,463	3,581
2025	15,383	6,080	4,260	10,340	5,044	1,328	3,716
2026	15,383	6,080	4,260	10,340	5,044	1,193	3,851
2027	15,383	6,080	4,260	10,340	5,044	1,057	3,986
2028	15,383	6,080	4,260	10,340	5,044	922	4,122
2029	15,383	6,080	4,260	10,340	5,044	787	4,257
2030	15,383	6,080	4,260	10,340	5,044	652	4,392
2031	15,383	6,080	4,260	10,340	5,044	517	4,527
2032	15,383	6,080	4,260	10,340	5,044	388	4,655
2033	15,383	6,080	4,260	10,340	5,044	266	4,778
2034	15,383	6,080	4,260	10,340	5,044	156	4,888
2035	15,383	6,080	4,260	10,340	5,044	66	4,978
2036	15,383	6,080	0	6,080	9,303	0	9,303
2037	15,383	6,080	0	6,080	9,303	0	9,303
2038	15,383	6,080	0	6,080	9,303	0	9,303
2039	15,383	6,080	0	6,080	9,303	0	9,303
2040	15,383	6,080	0	6,080	9,303	0	9,303
2041	15,383	6,080	0	6,080	9,303	0	9,303
2042	15,383	6,080	0	6,080	9,303	0	9,303
2043	15,383	6,080	0	6,080	9,303	0	9,303
2044	15,383	6,080	0	6,080	9,303	0	9,303
2045	15,383	6,080	0	6,080	9,303	0	9,303
2046	15,383	6,080	0	6,080	9,303	0	9,303
2047	15,383	6,080	0	6,080	9,303	0	9,303
2048	15,383	6,080	0	6,080	9,303	0	9,303
2049	15,383	6,080	0	6,080	9,303	0	9,303
2050	15,383	6,080	0	6,080	9,303	0	9,303

Interest (soft loan) 0.02 %

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Outstanding Principal (Loan)	Payment of Principal by year	Subtotal of Payment by year	year unit	2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		
				Principal		Principal		Principal		Principal		Principal		Principal		Principal		Principal		Principal		Principal		Principal		Principal
6,437	0	6,437	2000	6,437	-258																					
11,587	0	5,150	2001	0	5,150	-559																				
22,776	0	11,189	2002	0	0	11,189	-932																			
41,422	0	18,646	2003	0	0	0	18,646	-1,067																		
62,760	0	21,338	2004	0	0	0	0	21,338	-3,008																	
122,911	0	60,151	2005	0	0	0	0	0	60,151	0																
122,911	0	0	2006	0	0	0	0	0	0	0																
122,911	0	0	2007	0	0	0	0	0	0	0																
122,911	0	0	2008	0	0	0	0	0	0	0																
122,911	0	0	2009	0	0	0	0	0	0	0																
122,911	0	0	2010	0	0	0	0	0	0	0																
122,589	-322	-322	2011	-322	0	0	0	0	0	0																
122,010	-579	-579	2012	-322	-258	0	0	0	0	0																
120,871	-1,139	-1,139	2013	-322	-258	-559	0	0	0	0																
118,800	-2,071	-2,071	2014	-322	-258	-559	-932	0	0	0																
115,662	-3,138	-3,138	2015	-322	-258	-559	-932	-1,067	0	0																
109,516	-6,146	-6,146	2016	-322	-258	-559	-932	-1,067	-3,008	0																
103,371	-6,146	-6,146	2017	-322	-258	-559	-932	-1,067	-3,008	0																
97,225	-6,146	-6,146	2018	-322	-258	-559	-932	-1,067	-3,008	0																
91,080	-6,146	-6,146	2019	-322	-258	-559	-932	-1,067	-3,008	0																
84,934	-6,146	-6,146	2020	-322	-258	-559	-932	-1,067	-3,008	0																
78,789	-6,146	-6,146	2021	-322	-258	-559	-932	-1,067	-3,008	0																
72,643	-6,146	-6,146	2022	-322	-258	-559	-932	-1,067	-3,008	0																
66,498	-6,146	-6,146	2023	-322	-258	-559	-932	-1,067	-3,008	0																
60,352	-6,146	-6,146	2024	-322	-258	-559	-932	-1,067	-3,008	0																
54,206	-6,146	-6,146	2025	-322	-258	-559	-932	-1,067	-3,008	0																
48,061	-6,146	-6,146	2026	-322	-258	-559	-932	-1,067	-3,008	0																
41,915	-6,146	-6,146	2027	-322	-258	-559	-932	-1,067	-3,008	0																
35,770	-6,146	-6,146	2028	-322	-258	-559	-932	-1,067	-3,008	0																
29,624	-6,146	-6,146	2029	-322	-258	-559	-932	-1,067	-3,008	0																
23,479	-6,146	-6,146	2030	-322	-258	-559	-932	-1,067	-3,008	0																
17,333	-5,824	-5,824	2031	0	-258	-559	-932	-1,067	-3,008	0																
12,089	-5,566	-5,566	2032	0	0	-559	-932	-1,067	-3,008	0																
7,082	-5,007	-5,007	2033	0	0	0	-932	-1,067	-3,008	0																
3,008	-4,074	-4,074	2034	0	0	0	0	-1,067	-3,008	0																
0	-3,008	-3,008	2035	0	0	0	0	0	-3,008	0																
0	0	0	2036	0	0	0	0	0	0	0																
0	0	0	2037	0	0	0	0	0	0	0																
0	0	0	2038	0	0	0	0	0	0	0																
0	0	0	2039	0	0	0	0	0	0	0																
0	0	0	2040	0	0	0	0	0	0	0																
0	0	0	2041	0	0	0	0	0	0	0																
0	0	0	2042	0	0	0	0	0	0	0																
0	0	0	2043	0	0	0	0	0	0	0																
0	0	0	2044	0	0	0	0	0	0	0																
0	0	0	2045	0	0	0	0	0	0	0																
0	0	0	2046	0	0	0	0	0	0	0																
0	0	0	2047	0	0	0	0	0	0	0																
0	0	0	2048	0	0	0	0	0	0	0																
0	0	0	2049	0	0	0	0	0	0	0																
0	0	0	2050	0	0	0	0	0	0	0																

**Namangan - 1** (2) Cash Flow of The Project Interest Rate 2.20% (US\$ thousand)  
 ----- Operation Revenue ; Including Technical & Commercial Charges II

Year	Cash Receipts					Cash Disbursements				Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit
	Operating	Add Back	Loan	Governmental	Total	Investment	Debt Service		Total		
	Surplus/Deficit	Depreciation		Own Budget	Receipt	Cost	Principal	Interest	Disbursement		
2000	916	0	6,437	0	7,353	8,042	0	0	8,042	-689	-689
2001	1,161	0	5,150	0	6,311	6,434	0	142	6,576	-265	-954
2002	1,406	0	11,189	0	12,595	12,610	0	255	12,865	-270	-1,223
2003	1,651	0	18,646	0	20,297	22,120	0	501	22,621	-2,324	-3,547
2004	1,896	0	21,338	0	23,234	25,112	0	911	26,023	-2,789	-6,337
2005	2,141	0	60,151	0	62,292	67,672	0	1,381	69,053	-6,761	-13,097
2006	-2,890	4,260	0	0	1,370	0	0	2,704	2,704	-1,335	-14,432
2007	-2,604	4,260	0	0	1,655	0	0	2,704	2,704	-1,049	-15,480
2008	-2,318	4,260	0	0	1,941	0	0	2,704	2,704	-763	-16,243
2009	-2,033	4,260	0	0	2,227	0	0	2,704	2,704	-477	-16,720
2010	-954	4,260	0	0	3,306	0	0	2,704	2,704	602	-16,119
2011	-523	4,260	0	0	3,737	0	322	2,704	3,026	711	-15,408
2012	-92	4,260	0	0	4,168	0	579	2,697	3,276	891	-14,516
2013	339	4,260	0	0	4,599	0	1,139	2,684	3,823	776	-13,740
2014	770	4,260	0	0	5,030	0	2,071	2,659	4,230	300	-13,441
2015	1,201	4,260	0	0	5,461	0	3,138	2,614	5,752	-291	-13,731
2016	1,706	4,260	0	0	5,965	0	6,146	2,545	8,690	-2,725	-16,456
2017	2,210	4,260	0	0	6,469	0	6,146	2,409	8,555	-2,085	-18,542
2018	2,714	4,260	0	0	6,974	0	6,146	2,274	8,420	-1,446	-19,988
2019	3,218	4,260	0	0	7,478	0	6,146	2,139	8,285	-807	-20,794
2020	3,722	4,260	0	0	7,982	0	6,146	2,004	8,149	-167	-20,961
2021	4,163	4,260	0	0	8,423	0	6,146	1,869	8,014	408	-20,553
2022	4,603	4,260	0	0	8,863	0	6,146	1,733	7,879	914	-19,569
2023	5,044	4,260	0	0	9,303	0	6,146	1,598	7,744	1,560	-18,009
2024	5,044	4,260	0	0	9,303	0	6,146	1,463	7,608	1,695	-16,314
2025	5,044	4,260	0	0	9,303	0	6,146	1,328	7,473	1,830	-14,484
2026	5,044	4,260	0	0	9,303	0	6,146	1,193	7,338	1,965	-12,518
2027	5,044	4,260	0	0	9,303	0	6,146	1,057	7,203	2,101	-10,418
2028	5,044	4,260	0	0	9,303	0	6,146	922	7,068	2,236	-8,182
2029	5,044	4,260	0	0	9,303	0	6,146	787	6,932	2,371	-5,811
2030	5,044	4,260	0	0	9,303	0	6,146	652	6,797	2,506	-3,305
2031	5,044	4,260	0	0	9,303	0	5,824	517	6,340	2,963	-342
2032	5,044	4,260	0	0	9,303	0	5,566	388	5,955	3,349	3,007
2033	5,044	4,260	0	0	9,303	0	5,007	266	5,273	4,031	7,038
2034	5,044	4,260	0	0	9,303	0	4,074	156	4,230	5,073	12,111
2035	5,044	4,260	0	0	9,303	0	3,008	66	3,074	6,230	18,341
2036	9,303	0	0	0	9,303	0	0	0	0	9,303	27,645
2037	9,303	0	0	0	9,303	0	0	0	0	9,303	36,948
2038	9,303	0	0	0	9,303	0	0	0	0	9,303	46,252
2039	9,303	0	0	0	9,303	0	0	0	0	9,303	55,555
2040	9,303	0	0	0	9,303	0	0	0	0	9,303	64,859
2041	9,303	0	0	0	9,303	0	0	0	0	9,303	74,162
2042	9,303	0	0	0	9,303	0	0	0	0	9,303	83,465
2043	9,303	0	0	0	9,303	0	0	0	0	9,303	92,769
2044	9,303	0	0	0	9,303	0	0	0	0	9,303	102,072
2045	9,303	0	0	0	9,303	0	0	0	0	9,303	111,376
2046	9,303	0	0	0	9,303	0	0	0	0	9,303	120,679
2047	9,303	0	0	0	9,303	0	0	0	0	9,303	129,983
2048	9,303	0	0	0	9,303	0	0	0	0	9,303	139,286
2049	9,303	0	0	0	9,303	0	0	0	0	9,303	148,590
2050	9,303	0	0	0	9,303	0	0	0	0	9,303	157,893

Interest (soft loan) 2.20%

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

**Namangan-2 (1) Annual Operating Surplus/Deficit of The Project** US\$ thousand )

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Operating Revenue ( Total )	Operating Expenditure			Operating Surplus/Deficit (In. Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depriciation	Total			
2000	2,898	2,350	0	2,350	548	0	548
2001	3,116	2,350	0	2,350	766	89	677
2002	3,334	2,350	0	2,350	984	160	824
2003	3,553	2,350	0	2,350	1,203	306	807
2004	3,771	2,350	0	2,350	1,421	716	705
2005	3,989	2,350	0	2,350	1,639	1,095	544
2006	6,690	6,080	2,715	8,795	-2,105	1,697	-3,802
2007	6,964	6,080	2,715	8,795	-1,831	1,697	-3,528
2008	7,238	6,080	2,715	8,795	-1,557	1,697	-3,254
2009	7,512	6,080	2,715	8,795	-1,283	1,697	-2,979
2010	8,366	6,080	2,715	8,795	-429	1,697	-2,126
2011	8,751	6,080	2,715	8,795	-44	1,697	-1,741
2012	9,137	6,080	2,715	8,795	342	1,692	-1,351
2013	9,522	6,080	2,715	8,795	727	1,684	-957
2014	9,908	6,080	2,715	8,795	1,113	1,665	-552
2015	10,293	6,080	2,715	8,795	1,498	1,629	-130
2016	10,739	6,080	2,715	8,795	1,944	1,574	370
2017	11,186	6,080	2,715	8,795	2,391	1,489	902
2018	11,632	6,080	2,715	8,795	2,837	1,404	1,433
2019	12,078	6,080	2,715	8,795	3,283	1,319	1,964
2020	12,524	6,080	2,715	8,795	3,729	1,235	2,495
2021	12,918	6,080	2,715	8,795	4,123	1,150	2,973
2022	13,312	6,080	2,715	8,795	4,517	1,065	3,452
2023	13,706	6,080	2,715	8,795	4,911	980	3,931
2024	13,706	6,080	2,715	8,795	4,911	895	4,016
2025	13,706	6,080	2,715	8,795	4,911	810	4,101
2026	13,706	6,080	2,715	8,795	4,911	726	4,185
2027	13,706	6,080	2,715	8,795	4,911	641	4,270
2028	13,706	6,080	2,715	8,795	4,911	556	4,355
2029	13,706	6,080	2,715	8,795	4,911	471	4,440
2030	13,706	6,080	2,715	8,795	4,911	386	4,525
2031	13,706	6,080	2,715	8,795	4,911	301	4,610
2032	13,706	6,080	2,715	8,795	4,911	221	4,690
2033	13,706	6,080	2,715	8,795	4,911	144	4,767
2034	13,706	6,080	2,715	8,795	4,911	79	4,832
2035	13,706	6,080	2,715	8,795	4,911	30	4,881
2036	13,706	6,080	0	6,080	7,626	0	7,626
2037	13,706	6,080	0	6,080	7,626	0	7,626
2038	13,706	6,080	0	6,080	7,626	0	7,626
2039	13,706	6,080	0	6,080	7,626	0	7,626
2040	13,706	6,080	0	6,080	7,626	0	7,626
2041	13,706	6,080	0	6,080	7,626	0	7,626
2042	13,706	6,080	0	6,080	7,626	0	7,626
2043	13,706	6,080	0	6,080	7,626	0	7,626
2044	13,706	6,080	0	6,080	7,626	0	7,626
2045	13,706	6,080	0	6,080	7,626	0	7,626
2046	13,706	6,080	0	6,080	7,626	0	7,626
2047	13,706	6,080	0	6,080	7,626	0	7,626
2048	13,706	6,080	0	6,080	7,626	0	7,626
2049	13,706	6,080	0	6,080	7,626	0	7,626
2050	13,706	6,080	0	6,080	7,626	0	7,626

Interest ( soft loan ) 0.02 %



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

**Namangan -2**

**(2) Cash Flow of The Project**

**Interest Rate 2.20%**

**( US\$ thousand )**

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Cash Receipts				Total Receipt	Cash Disbursements			Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit	
	Operating	Add Back	Loan	Governmental		Investment	Debt Service				Total Disbursement
	Surplus/Deficit	Depreciation		Own Budget			Cost	Principal			
2000	548	0	4,039	0	4,587	5,265	0	0	5,265	-678	-678
2001	766	0	3,231	0	3,997	4,212	0	89	4,301	-304	-982
2002	984	0	10,710	0	11,694	12,055	0	160	12,215	-521	-1,503
2003	1,203	0	14,558	0	15,761	17,262	0	396	17,658	-1,897	-3,400
2004	1,421	0	17,250	0	18,671	20,254	0	716	20,970	-2,299	-5,699
2005	1,639	0	27,336	0	28,975	31,451	0	1,095	32,546	-3,571	-9,270
2006	-2,105	2,715	0	0	610	0	0	1,697	1,697	-1,087	-10,357
2007	-1,831	2,715	0	0	884	0	0	1,697	1,697	-813	-11,170
2008	-1,557	2,715	0	0	1,158	0	0	1,697	1,697	-539	-11,708
2009	-1,283	2,715	0	0	1,432	0	0	1,697	1,697	-265	-11,973
2010	-429	2,715	0	0	2,286	0	0	1,697	1,697	589	-11,384
2011	-44	2,715	0	0	2,671	0	202	1,697	1,899	773	-10,611
2012	342	2,715	0	0	3,057	0	364	1,692	2,056	1,001	-9,610
2013	727	2,715	0	0	3,442	0	899	1,684	2,583	859	-8,752
2014	1,113	2,715	0	0	3,828	0	1,627	1,665	3,291	536	-8,215
2015	1,498	2,715	0	0	4,213	0	2,489	1,629	4,118	95	-8,120
2016	1,944	2,715	0	0	4,659	0	3,856	1,574	5,430	-771	-8,891
2017	2,391	2,715	0	0	5,106	0	3,856	1,489	5,345	-240	-9,131
2018	2,837	2,715	0	0	5,552	0	3,856	1,404	5,260	291	-8,839
2019	3,283	2,715	0	0	5,998	0	3,856	1,319	5,176	822	-8,017
2020	3,729	2,715	0	0	6,444	0	3,856	1,235	5,091	1,353	-6,663
2021	4,123	2,715	0	0	6,838	0	3,856	1,150	5,006	1,832	-4,831
2022	4,517	2,715	0	0	7,232	0	3,856	1,065	4,921	2,311	-2,520
2023	4,911	2,715	0	0	7,626	0	3,856	980	4,836	2,790	-270
2024	4,911	2,715	0	0	7,626	0	3,856	895	4,751	2,874	3,144
2025	4,911	2,715	0	0	7,626	0	3,856	810	4,667	2,959	6,103
2026	4,911	2,715	0	0	7,626	0	3,856	726	4,582	3,044	9,147
2027	4,911	2,715	0	0	7,626	0	3,856	641	4,497	3,129	12,276
2028	4,911	2,715	0	0	7,626	0	3,856	556	4,412	3,214	15,490
2029	4,911	2,715	0	0	7,626	0	3,856	471	4,327	3,299	18,789
2030	4,911	2,715	0	0	7,626	0	3,856	386	4,242	3,384	22,173
2031	4,911	2,715	0	0	7,626	0	3,654	301	3,956	3,670	25,843
2032	4,911	2,715	0	0	7,626	0	3,493	221	3,714	3,912	29,755
2033	4,911	2,715	0	0	7,626	0	2,957	144	3,101	4,525	34,280
2034	4,911	2,715	0	0	7,626	0	2,229	79	2,308	5,318	39,597
2035	4,911	2,715	0	0	7,626	0	1,367	30	1,397	6,229	45,826
2036	7,626	0	0	0	7,626	0	0	0	0	7,626	53,452
2037	7,626	0	0	0	7,626	0	0	0	0	7,626	61,078
2038	7,626	0	0	0	7,626	0	0	0	0	7,626	68,704
2039	7,626	0	0	0	7,626	0	0	0	0	7,626	76,330
2040	7,626	0	0	0	7,626	0	0	0	0	7,626	83,956
2041	7,626	0	0	0	7,626	0	0	0	0	7,626	91,582
2042	7,626	0	0	0	7,626	0	0	0	0	7,626	99,208
2043	7,626	0	0	0	7,626	0	0	0	0	7,626	106,834
2044	7,626	0	0	0	7,626	0	0	0	0	7,626	114,460
2045	7,626	0	0	0	7,626	0	0	0	0	7,626	122,086
2046	7,626	0	0	0	7,626	0	0	0	0	7,626	129,712
2047	7,626	0	0	0	7,626	0	0	0	0	7,626	137,338
2048	7,626	0	0	0	7,626	0	0	0	0	7,626	144,964
2049	7,626	0	0	0	7,626	0	0	0	0	7,626	152,590
2050	7,626	0	0	0	7,626	0	0	0	0	7,626	160,215

**Interest (soft loan) 2.20%**

**Termez - I ( 1 ) Annual Operating Surplus/Deficit of The Project** (US\$ thousand)  
 ----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Operating Revenue ( Total )	Operating Expenditure			Operating Surplus/Deficit (ex. Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depreciation	Total			
2000	3,464	1,250	0	1,250	2,214	0	2,214
2001	3,663	1,250	0	1,250	2,413	115	2,298
2002	3,862	1,250	0	1,250	2,612	208	2,405
2003	4,061	1,250	0	1,250	2,811	307	2,505
2004	4,260	1,250	0	1,250	3,010	715	2,296
2005	4,459	1,250	0	1,250	3,209	1,047	2,163
2006	6,193	3,820	3,413	7,233	-1,040	2,201	-3,242
2007	6,545	3,820	3,413	7,233	-688	2,201	-2,890
2008	6,897	3,820	3,413	7,233	-336	2,201	-2,537
2009	7,249	3,820	3,413	7,233	16	2,201	-2,185
2010	8,026	3,820	3,413	7,233	793	2,201	-1,408
2011	8,242	3,820	3,413	7,233	1,009	2,201	-1,192
2012	8,458	3,820	3,413	7,233	1,225	2,196	-970
2013	8,674	3,820	3,413	7,233	1,442	2,185	-744
2014	8,891	3,820	3,413	7,233	1,658	2,170	-512
2015	10,098	3,820	3,413	7,233	2,865	2,134	731
2016	10,224	3,820	3,413	7,233	2,991	2,082	909
2017	10,350	3,820	3,413	7,233	3,117	1,972	1,145
2018	10,476	3,820	3,413	7,233	3,243	1,862	1,382
2019	10,602	3,820	3,413	7,233	3,369	1,752	1,618
2020	10,729	3,820	3,413	7,233	3,496	1,641	1,854
2021	10,862	3,820	3,413	7,233	3,629	1,531	2,098
2022	10,996	3,820	3,413	7,233	3,763	1,421	2,342
2023	11,130	3,820	3,413	7,233	3,897	1,311	2,586
2024	11,264	3,820	3,413	7,233	4,031	1,201	2,830
2025	11,398	3,820	3,413	7,233	4,165	1,091	3,074
2026	11,540	3,820	3,413	7,233	4,307	981	3,326
2027	11,682	3,820	3,413	7,233	4,449	871	3,578
2028	11,824	3,820	3,413	7,233	4,592	761	3,831
2029	11,967	3,820	3,413	7,233	4,734	651	4,083
2030	12,109	3,820	3,413	7,233	4,876	541	4,335
2031	12,256	3,820	3,413	7,233	5,023	431	4,593
2032	12,404	3,820	3,413	7,233	5,171	326	4,845
2033	12,552	3,820	3,413	7,233	5,319	227	5,092
2034	12,699	3,820	3,413	7,233	5,466	132	5,334
2035	12,847	3,820	3,413	7,233	5,614	58	5,556
2036	13,000	3,820	0	3,820	9,180	0	9,180
2037	13,153	3,820	0	3,820	9,333	0	9,333
2038	13,306	3,820	0	3,820	9,486	0	9,486
2039	13,459	3,820	0	3,820	9,639	0	9,639
2040	13,611	3,820	0	3,820	9,791	0	9,791
2041	13,773	3,820	0	3,820	9,953	0	9,953
2042	13,934	3,820	0	3,820	10,114	0	10,114
2043	14,096	3,820	0	3,820	10,276	0	10,276
2044	14,257	3,820	0	3,820	10,437	0	10,437
2045	14,419	3,820	0	3,820	10,599	0	10,599
2046	14,584	3,820	0	3,820	10,764	0	10,764
2047	14,750	3,820	0	3,820	10,930	0	10,930
2048	14,916	3,820	0	3,820	11,096	0	11,096
2049	15,082	3,820	0	3,820	11,262	0	11,262
2050	15,248	3,820	0	3,820	11,428	0	11,428

Interest ( soft loan ) 0.02 %





Termez - I		(2) Cash Flow of The Project				Interest Rate 2.20%		(US\$ thousand)				
----- Operation Revenue ; Including Technical & Commercial Charges !!												
Year	Cash Receipts				Cash Disbursements					Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit	
	Operating Surplus/Deficit	Add Back Depreciation	Loan	Governmental Own Budget	Total Receipt	Investment Cost	Debt Service		Total Disbursements			
							Principal	Interest				
2000	2,214	0	5,240	0	7,454	6,204	0	0	6,204	1,250	1,250	
2001	2,413	0	4,192	0	6,605	4,963	0	115	5,078	1,527	2,778	
2002	2,612	0	4,518	0	7,130	5,786	0	208	5,994	1,137	3,915	
2003	2,811	0	18,547	0	21,358	21,238	0	307	21,545	-186	3,728	
2004	3,010	0	15,077	0	18,087	17,611	0	715	18,326	-238	3,490	
2005	3,209	0	52,486	0	55,695	57,963	0	1,047	59,010	-3,314	176	
2006	-1,040	3,413	0	0	2,373	0	0	2,201	2,201	171	347	
2007	-688	3,413	0	0	2,725	0	0	2,201	2,201	523	870	
2008	-336	3,413	0	0	3,077	0	0	2,201	2,201	876	1,746	
2009	16	3,413	0	0	3,429	0	0	2,201	2,201	1,228	2,974	
2010	793	3,413	0	0	4,206	0	0	2,201	2,201	2,005	4,978	
2011	1,009	3,413	0	0	4,422	0	262	2,201	2,463	1,959	6,937	
2012	1,225	3,413	0	0	4,638	0	472	2,196	2,667	1,971	8,908	
2013	1,442	3,413	0	0	4,854	0	698	2,185	2,883	1,972	10,880	
2014	1,658	3,413	0	0	5,071	0	1,625	2,170	3,795	1,276	12,156	
2015	2,865	3,413	0	0	6,278	0	2,379	2,134	4,513	1,765	13,921	
2016	2,991	3,413	0	0	6,404	0	5,003	2,082	7,085	-681	13,240	
2017	3,117	3,413	0	0	6,530	0	5,003	1,972	6,975	-445	12,795	
2018	3,243	3,413	0	0	6,656	0	5,003	1,862	6,865	-208	12,587	
2019	3,369	3,413	0	0	6,782	0	5,003	1,752	6,755	28	12,614	
2020	3,496	3,413	0	0	6,909	0	5,003	1,641	6,644	264	12,878	
2021	3,629	3,413	0	0	7,042	0	5,003	1,531	6,534	508	13,386	
2022	3,763	3,413	0	0	7,176	0	5,003	1,421	6,424	752	14,138	
2023	3,897	3,413	0	0	7,310	0	5,003	1,311	6,314	996	15,134	
2024	4,031	3,413	0	0	7,444	0	5,003	1,201	6,204	1,240	16,374	
2025	4,165	3,413	0	0	7,578	0	5,003	1,091	6,094	1,484	17,858	
2026	4,307	3,413	0	0	7,720	0	5,003	981	5,984	1,736	19,594	
2027	4,449	3,413	0	0	7,862	0	5,003	871	5,874	1,988	21,582	
2028	4,592	3,413	0	0	8,004	0	5,003	761	5,764	2,241	23,823	
2029	4,734	3,413	0	0	8,147	0	5,003	651	5,654	2,493	26,316	
2030	4,876	3,413	0	0	8,289	0	5,003	541	5,544	2,745	29,061	
2031	5,023	3,413	0	0	8,436	0	4,741	431	5,172	3,265	32,325	
2032	5,171	3,413	0	0	8,584	0	4,531	326	4,858	3,726	36,051	
2033	5,319	3,413	0	0	8,732	0	4,306	227	4,532	4,199	40,250	
2034	5,466	3,413	0	0	8,879	0	3,378	132	3,510	5,369	45,619	
2035	5,614	3,413	0	0	9,027	0	2,624	58	2,682	6,345	51,964	
2036	9,180	0	0	0	9,180	0	0	0	0	9,180	61,144	
2037	9,333	0	0	0	9,333	0	0	0	0	9,333	70,476	
2038	9,486	0	0	0	9,486	0	0	0	0	9,486	79,962	
2039	9,639	0	0	0	9,639	0	0	0	0	9,639	89,600	
2040	9,791	0	0	0	9,791	0	0	0	0	9,791	99,392	
2041	9,953	0	0	0	9,953	0	0	0	0	9,953	109,345	
2042	10,114	0	0	0	10,114	0	0	0	0	10,114	119,459	
2043	10,276	0	0	0	10,276	0	0	0	0	10,276	129,735	
2044	10,437	0	0	0	10,437	0	0	0	0	10,437	140,172	
2045	10,599	0	0	0	10,599	0	0	0	0	10,599	150,770	
2046	10,764	0	0	0	10,764	0	0	0	0	10,764	161,535	
2047	10,930	0	0	0	10,930	0	0	0	0	10,930	172,465	
2048	11,096	0	0	0	11,096	0	0	0	0	11,096	183,561	
2049	11,262	0	0	0	11,262	0	0	0	0	11,262	194,824	
2050	11,428	0	0	0	11,428	0	0	0	0	11,428	206,251	

Interest (soft loan) 2.20%

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

**Termez - 2** (1) Annual Operating Surplus/Deficit of The Project (US\$ thousand)  
--- Operation Revenue; Including Technical & Commercial Charges II

Year	Operating Revenue (Total)	Operating Expenditure			Operating Surplus/Deficit (In. Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Deprilcation	Total			
2000	3,057	1,250	0	1,250	1,807	0	1,807
2001	3,229	1,250	0	1,250	1,979	63	1,916
2002	3,491	1,250	0	1,250	2,151	113	2,038
2003	3,573	1,250	0	1,250	2,323	202	2,121
2004	3,745	1,250	0	1,250	2,495	520	1,975
2005	3,917	1,250	0	1,250	2,667	762	1,905
2006	5,478	3,820	1,872	5,692	-213	1,196	-1,410
2007	5,795	3,820	1,872	5,692	103	1,196	-1,093
2008	6,111	3,820	1,872	5,692	420	1,196	-776
2009	6,428	3,820	1,872	5,692	736	1,196	-460
2010	7,126	3,820	1,872	5,692	1,434	1,196	238
2011	7,341	3,820	1,872	5,692	1,649	1,196	453
2012	7,555	3,820	1,872	5,692	1,864	1,193	671
2013	7,770	3,820	1,872	5,692	2,078	1,188	891
2014	7,985	3,820	1,872	5,692	2,293	1,177	1,116
2015	8,924	3,820	1,872	5,692	3,232	1,151	2,081
2016	9,038	3,820	1,872	5,692	3,347	1,113	2,233
2017	9,153	3,820	1,872	5,692	3,461	1,054	2,408
2018	9,267	3,820	1,872	5,692	3,576	994	2,582
2019	9,382	3,820	1,872	5,692	3,690	934	2,756
2020	9,496	3,820	1,872	5,692	3,805	874	2,931
2021	9,618	3,820	1,872	5,692	3,926	814	3,112
2022	9,739	3,820	1,872	5,692	4,047	754	3,293
2023	9,861	3,820	1,872	5,692	4,169	695	3,474
2024	9,982	3,820	1,872	5,692	4,290	635	3,655
2025	10,103	3,820	1,872	5,692	4,412	575	3,837
2026	10,232	3,820	1,872	5,692	4,540	515	4,025
2027	10,361	3,820	1,872	5,692	4,669	455	4,213
2028	10,489	3,820	1,872	5,692	4,797	396	4,402
2029	10,618	3,820	1,872	5,692	4,926	336	4,590
2030	10,746	3,820	1,872	5,692	5,055	276	4,779
2031	10,880	3,820	1,872	5,692	5,189	216	4,972
2032	11,014	3,820	1,872	5,692	5,322	155	5,163
2033	11,148	3,820	1,872	5,692	5,456	105	5,351
2034	11,282	3,820	1,872	5,692	5,590	56	5,534
2035	11,416	3,820	1,872	5,692	5,724	22	5,702
2036	11,555	3,820	0	3,820	7,735	0	7,735
2037	11,694	3,820	0	3,820	7,874	0	7,874
2038	11,833	3,820	0	3,820	8,013	0	8,013
2039	11,972	3,820	0	3,820	8,152	0	8,152
2040	12,110	3,820	0	3,820	8,290	0	8,290
2041	12,257	3,820	0	3,820	8,437	0	8,437
2042	12,403	3,820	0	3,820	8,583	0	8,583
2043	12,550	3,820	0	3,820	8,730	0	8,730
2044	12,696	3,820	0	3,820	8,876	0	8,876
2045	12,843	3,820	0	3,820	9,023	0	9,023
2046	12,993	3,820	0	3,820	9,173	0	9,173
2047	13,144	3,820	0	3,820	9,324	0	9,324
2048	13,295	3,820	0	3,820	9,475	0	9,475
2049	13,445	3,820	0	3,820	9,625	0	9,625
2050	13,596	3,820	0	3,820	9,776	0	9,776

Interest (soft loan) 0.01 %

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

**Termex - 2**

Term of Repayment	30 years
Grace Period	10 years

Outstanding Principal (Loan)	Payment of Principal by year	Subtotal of Payment by year	year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
2,848	0	2,848	2000	2,848	-114	2002								
5,126	0	2,278	2001	0	2,278	-202	2003							
9,166	0	4,040	2002	0	0	4,040	-723	2004						
23,629	0	14,463	2003	0	0	0	14,463	-550	2005					
34,622	0	10,993	2004	0	0	0	0	10,993	-988	2006				
54,376	0	19,754	2005	0	0	0	0	0	19,754	0	2007			
54,376	0	0	2006	0	0	0	0	0	0	0	0	2008		
54,376	0	0	2007	0	0	0	0	0	0	0	0	0	2009	
54,376	0	0	2008	0	0	0	0	0	0	0	0	0	0	2010
54,376	0	0	2009	0	0	0	0	0	0	0	0	0	0	0
54,376	0	0	2010	0	0	0	0	0	0	0	0	0	0	0
54,234	-142	-142	2011	-142	0	0	0	0	0	0	0	0	0	0
53,977	-256	-256	2012	-142	-114	0	0	0	0	0	0	0	0	0
53,519	-458	-458	2013	-142	-114	-202	0	0	0	0	0	0	0	0
52,338	-1,181	-1,181	2014	-142	-114	-202	-723	0	0	0	0	0	0	0
50,606	-1,731	-1,731	2015	-142	-114	-202	-723	-550	0	0	0	0	0	0
47,898	-2,719	-2,719	2016	-142	-114	-202	-723	-550	-988	0	0	0	0	0
45,169	-2,719	-2,719	2017	-142	-114	-202	-723	-550	-988	0	0	0	0	0
42,450	-2,719	-2,719	2018	-142	-114	-202	-723	-550	-988	0	0	0	0	0
39,731	-2,719	-2,719	2019	-142	-114	-202	-723	-550	-988	0	0	0	0	0
37,012	-2,719	-2,719	2020	-142	-114	-202	-723	-550	-988	0	0	0	0	0
34,294	-2,719	-2,719	2021	-142	-114	-202	-723	-550	-988	0	0	0	0	0
31,575	-2,719	-2,719	2022	-142	-114	-202	-723	-550	-988	0	0	0	0	0
28,856	-2,719	-2,719	2023	-142	-114	-202	-723	-550	-988	0	0	0	0	0
26,137	-2,719	-2,719	2024	-142	-114	-202	-723	-550	-988	0	0	0	0	0
23,418	-2,719	-2,719	2025	-142	-114	-202	-723	-550	-988	0	0	0	0	0
20,700	-2,719	-2,719	2026	-142	-114	-202	-723	-550	-988	0	0	0	0	0
17,981	-2,719	-2,719	2027	-142	-114	-202	-723	-550	-988	0	0	0	0	0
15,262	-2,719	-2,719	2028	-142	-114	-202	-723	-550	-988	0	0	0	0	0
12,543	-2,719	-2,719	2029	-142	-114	-202	-723	-550	-988	0	0	0	0	0
9,824	-2,719	-2,719	2030	-142	-114	-202	-723	-550	-988	0	0	0	0	0
7,248	-2,576	-2,576	2031	0	-114	-202	-723	-550	-988	0	0	0	0	0
4,786	-2,463	-2,463	2032	0	0	-202	-723	-550	-988	0	0	0	0	0
2,525	-2,261	-2,261	2033	0	0	0	-723	-550	-988	0	0	0	0	0
988	-1,537	-1,537	2034	0	0	0	0	-550	-988	0	0	0	0	0
0	-988	-988	2035	0	0	0	0	0	-988	0	0	0	0	0
0	0	0	2036	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2037	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2038	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2039	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2040	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2041	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2042	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2043	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2044	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2046	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2047	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2048	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2049	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2050	0	0	0	0	0	0	0	0	0	0	0

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

**Termex - 2**

**( 2 ) Cash Flow of The Project**

**Interest Rate 2.20%**

( US\$ thousand )

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Cash Receipts				Total Receipt	Cash Disbursements				Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit
	Operating Surplus/Deficit	Add Back Depreciation	Loan	Governmental Own Budget		Investment Cost	Debt Service		Total Disbursements		
						Principal	Interest				
2000	1,807	0	2,848	0	4,655	3,434	0	0	3,434	1,221	1,221
2001	1,979	0	2,278	0	4,257	2,747	0	63	2,810	1,447	2,668
2002	2,151	0	4,040	0	6,191	4,961	0	113	5,074	1,117	3,785
2003	2,323	0	14,463	0	16,786	16,475	0	202	16,677	109	3,894
2004	2,495	0	10,993	0	13,488	12,758	0	520	13,278	210	4,104
2005	2,667	0	19,754	0	22,421	22,014	0	762	22,776	-355	3,750
2006	-213	1,872	0	0	1,658	0	0	1,196	1,196	462	4,212
2007	103	1,872	0	0	1,975	0	0	1,196	1,196	779	4,991
2008	420	1,872	0	0	2,291	0	0	1,196	1,196	1,095	6,086
2009	736	1,872	0	0	2,608	0	0	1,196	1,196	1,412	7,497
2010	1,434	1,872	0	0	3,306	0	0	1,196	1,196	2,110	9,607
2011	1,649	1,872	0	0	3,521	0	142	1,196	1,339	2,182	11,789
2012	1,864	1,872	0	0	3,735	0	256	1,193	1,449	2,286	14,075
2013	2,078	1,872	0	0	3,950	0	458	1,188	1,646	2,304	16,379
2014	2,293	1,872	0	0	4,165	0	1,181	1,177	2,359	1,806	18,185
2015	3,232	1,872	0	0	5,104	0	1,731	1,151	2,883	2,221	20,406
2016	3,347	1,872	0	0	5,218	0	2,719	1,113	3,832	1,386	21,792
2017	3,461	1,872	0	0	5,333	0	2,719	1,054	3,772	1,560	23,353
2018	3,576	1,872	0	0	5,447	0	2,719	994	3,713	1,735	25,087
2019	3,690	1,872	0	0	5,562	0	2,719	934	3,653	1,909	26,996
2020	3,805	1,872	0	0	5,676	0	2,719	874	3,593	2,083	29,080
2021	3,926	1,872	0	0	5,798	0	2,719	814	3,533	2,265	31,344
2022	4,047	1,872	0	0	5,919	0	2,719	754	3,473	2,446	33,790
2023	4,169	1,872	0	0	6,041	0	2,719	695	3,413	2,627	36,417
2024	4,290	1,872	0	0	6,162	0	2,719	635	3,354	2,808	39,226
2025	4,412	1,872	0	0	6,283	0	2,719	575	3,294	2,989	42,215
2026	4,540	1,872	0	0	6,412	0	2,719	515	3,234	3,178	45,393
2027	4,669	1,872	0	0	6,541	0	2,719	455	3,174	3,366	48,759
2028	4,797	1,872	0	0	6,669	0	2,719	396	3,114	3,555	52,314
2029	4,926	1,872	0	0	6,798	0	2,719	336	3,055	3,743	56,057
2030	5,055	1,872	0	0	6,926	0	2,719	276	2,995	3,932	59,989
2031	5,189	1,872	0	0	7,060	0	2,576	216	2,793	4,268	64,257
2032	5,322	1,872	0	0	7,194	0	2,463	159	2,622	4,572	68,829
2033	5,456	1,872	0	0	7,328	0	2,261	105	2,366	4,962	73,791
2034	5,590	1,872	0	0	7,462	0	1,537	56	1,593	5,869	79,659
2035	5,724	1,872	0	0	7,596	0	988	22	1,009	6,586	86,246
2036	7,735	0	0	0	7,735	0	0	0	0	7,735	93,980
2037	7,874	0	0	0	7,874	0	0	0	0	7,874	101,854
2038	8,013	0	0	0	8,013	0	0	0	0	8,013	109,866
2039	8,152	0	0	0	8,152	0	0	0	0	8,152	118,018
2040	8,290	0	0	0	8,290	0	0	0	0	8,290	126,308
2041	8,437	0	0	0	8,437	0	0	0	0	8,437	134,745
2042	8,583	0	0	0	8,583	0	0	0	0	8,583	143,328
2043	8,730	0	0	0	8,730	0	0	0	0	8,730	152,058
2044	8,876	0	0	0	8,876	0	0	0	0	8,876	160,934
2045	9,023	0	0	0	9,023	0	0	0	0	9,023	169,957
2046	9,173	0	0	0	9,173	0	0	0	0	9,173	179,130
2047	9,324	0	0	0	9,324	0	0	0	0	9,324	188,454
2048	9,475	0	0	0	9,475	0	0	0	0	9,475	197,928
2049	9,625	0	0	0	9,625	0	0	0	0	9,625	207,553
2050	9,776	0	0	0	9,776	0	0	0	0	9,776	217,329

**Interest ( soft loan ) 2.20%**

**Nukus - I** (1) Annual Operating Surplus/Deficit of The Project (US\$ thousand)

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Operating Revenue ( Total )	Operating Expenditure			Operating Surplus/Deficit (In. Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depreciation	Total			
2000	2,804	1,250	0	1,250	1,554	0	1,554
2001	2,919	1,250	0	1,250	1,669	132	1,538
2002	3,035	1,250	0	1,250	1,785	237	1,548
2003	3,151	1,250	0	1,250	1,901	330	1,570
2004	3,266	1,250	0	1,250	2,016	783	1,233
2005	3,382	1,250	0	1,250	2,132	1,169	963
2006	5,588	6,210	3,916	10,126	-4,538	2,516	-7,054
2007	5,873	6,210	3,916	10,126	-4,253	2,516	-6,770
2008	6,157	6,210	3,916	10,126	-3,969	2,516	-6,485
2009	6,442	6,210	3,916	10,126	-3,684	2,516	-6,201
2010	7,156	6,210	3,916	10,126	-2,970	2,516	-5,487
2011	7,504	6,210	3,916	10,126	-2,622	2,516	-5,139
2012	7,852	6,210	3,916	10,126	-2,274	2,510	-4,784
2013	8,200	6,210	3,916	10,126	-1,926	2,498	-4,424
2014	8,548	6,210	3,916	10,126	-1,578	2,481	-4,060
2015	8,903	6,210	3,916	10,126	-1,223	2,442	-3,665
2016	9,204	6,210	3,916	10,126	-923	2,384	-3,306
2017	9,504	6,210	3,916	10,126	-622	2,258	-2,860
2018	9,805	6,210	3,916	10,126	-322	2,132	-2,454
2019	10,105	6,210	3,916	10,126	-21	2,006	-2,027
2020	11,397	6,210	3,916	10,126	1,270	1,880	-610
2021	11,756	6,210	3,916	10,126	1,629	1,755	-125
2022	12,115	6,210	3,916	10,126	1,989	1,629	360
2023	12,474	6,210	3,916	10,126	2,348	1,503	845
2024	12,833	6,210	3,916	10,126	2,707	1,377	1,330
2025	13,192	6,210	3,916	10,126	3,066	1,251	1,815
2026	13,566	6,210	3,916	10,126	3,440	1,126	2,314
2027	13,940	6,210	3,916	10,126	3,814	1,000	2,814
2028	14,314	6,210	3,916	10,126	4,187	874	3,313
2029	14,687	6,210	3,916	10,126	4,561	748	3,813
2030	15,061	6,210	3,916	10,126	4,935	622	4,312
2031	15,450	6,210	3,916	10,126	5,324	496	4,827
2032	15,839	6,210	3,916	10,126	5,712	377	5,335
2033	16,228	6,210	3,916	10,126	6,101	263	5,838
2034	16,616	6,210	3,916	10,126	6,490	154	6,336
2035	17,005	6,210	3,916	10,126	6,879	67	6,812
2036	17,409	6,210	0	6,210	11,199	0	11,199
2037	17,629	6,210	0	6,210	11,419	0	11,419
2038	17,850	6,210	0	6,210	11,640	0	11,640
2039	18,071	6,210	0	6,210	11,861	0	11,861
2040	18,291	6,210	0	6,210	12,081	0	12,081
2041	18,524	6,210	0	6,210	12,314	0	12,314
2042	18,757	6,210	0	6,210	12,547	0	12,547
2043	18,990	6,210	0	6,210	12,780	0	12,780
2044	19,223	6,210	0	6,210	13,013	0	13,013
2045	19,457	6,210	0	6,210	13,247	0	13,247
2046	19,699	6,210	0	6,210	13,489	0	13,489
2047	19,941	6,210	0	6,210	13,731	0	13,731
2048	20,183	6,210	0	6,210	13,973	0	13,973
2049	20,426	6,210	0	6,210	14,216	0	14,216
2050	20,668	6,210	0	6,210	14,458	0	14,458

Interest ( soft loan ) 0.02 %

**Nukus - 1**

Outstanding Principal (Loan)	Payment of Principal by year	Subtotal of Payment by year	year	2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010	
				year	principal	year	principal	year	principal	year	principal	year	principal	year	principal	year	principal	year	principal	year	principal	year	principal	year	principal
5,990	0	5,990	2000	5,990	-240	2002																			
10,782	0	4,792	2001	0	4,792	-212	2003																		
15,019	0	4,237	2002	0	0	4,237	-1,029	2004																	
35,602	0	20,583	2003	0	0	0	20,583	-877	2005																
53,146	0	17,544	2004	0	0	0	0	17,544	-3,062	2006															
114,378	0	61,232	2005	0	0	0	0	0	61,232	0	2007														
114,378	0	0	2006	0	0	0	0	0	0	0	0	2008													
114,378	0	0	2007	0	0	0	0	0	0	0	0	0	2009												
114,378	0	0	2008	0	0	0	0	0	0	0	0	0	0	2010											
114,378	0	0	2009	0	0	0	0	0	0	0	0	0	0	0											
114,378	0	0	2010	0	0	0	0	0	0	0	0	0	0	0											
114,079	-300	-300	2011	-300	0	0	0	0	0	0	0	0	0	0											
113,539	-539	-539	2012	-300	-240	0	0	0	0	0	0	0	0	0											
112,788	-751	-751	2013	-300	-240	-212	0	0	0	0	0	0	0	0											
111,008	-1,780	-1,780	2014	-300	-240	-212	-1,029	0	0	0	0	0	0	0											
108,351	-2,657	-2,657	2015	-300	-240	-212	-1,029	-877	0	0	0	0	0	0											
102,632	-5,719	-5,719	2016	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
96,913	-5,719	-5,719	2017	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
91,194	-5,719	-5,719	2018	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
85,475	-5,719	-5,719	2019	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
79,757	-5,719	-5,719	2020	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
74,038	-5,719	-5,719	2021	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
68,319	-5,719	-5,719	2022	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
62,600	-5,719	-5,719	2023	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
56,881	-5,719	-5,719	2024	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
51,162	-5,719	-5,719	2025	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
45,443	-5,719	-5,719	2026	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
39,724	-5,719	-5,719	2027	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
34,005	-5,719	-5,719	2028	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
28,286	-5,719	-5,719	2029	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
22,568	-5,719	-5,719	2030	-300	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
17,148	-5,419	-5,419	2031	0	-240	-212	-1,029	-877	-3,062	0	0	0	0	0											
11,968	-5,180	-5,180	2032	0	0	-212	-1,029	-877	-3,062	0	0	0	0	0											
7,000	-4,968	-4,968	2033	0	0	0	-1,029	-877	-3,062	0	0	0	0	0											
3,062	-3,939	-3,939	2034	0	0	0	0	-877	-3,062	0	0	0	0	0											
0	-3,062	-3,062	2035	0	0	0	0	0	-3,062	0	0	0	0	0											
0	0	0	2036	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2037	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2038	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2039	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2040	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2041	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2042	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2043	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2044	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2046	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2047	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2048	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2049	0	0	0	0	0	0	0	0	0	0	0											
0	0	0	2050	0	0	0	0	0	0	0	0	0	0	0											

**Nukus - 1** (2) Cash Flow of The Project Interest Rate 2.20% (US\$ thousand)  
 ----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Cash Receipts					Cash Disbursements					Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit
	Operating Surplus/Deficit	Add Back Depreciation	Loan	Governmental Own Budget	Total Receipt	Investment Cost	Debt Service		Total Disbursement			
							Principal	Interest				
2000	1,554	0	5,990	0	7,544	7,039	0	0	7,039	505	505	
2001	1,669	0	4,792	0	6,461	5,631	0	132	5,763	699	1,203	
2002	1,785	0	4,237	0	6,022	5,746	0	237	5,983	39	1,242	
2003	1,901	0	20,583	0	22,484	23,659	0	330	23,989	-1,506	-264	
2004	2,016	0	17,544	0	19,560	20,604	0	783	21,387	-1,827	-2,091	
2005	2,132	0	61,232	0	63,364	67,864	0	1,169	69,033	-5,669	-7,760	
2006	-4,538	3,916	0	0	-622	0	0	2,516	2,516	-3,138	-10,898	
2007	-4,253	3,916	0	0	-337	0	0	2,516	2,516	-2,853	-13,752	
2008	-3,969	3,916	0	0	-53	0	0	2,516	2,516	-2,569	-16,321	
2009	-3,684	3,916	0	0	232	0	0	2,516	2,516	-2,284	-18,605	
2010	-2,970	3,916	0	0	946	0	0	2,516	2,516	-1,570	-20,175	
2011	-2,622	3,916	0	0	1,294	0	300	2,516	2,816	-1,522	-21,697	
2012	-2,274	3,916	0	0	1,642	0	539	2,510	3,049	-1,407	-23,104	
2013	-1,926	3,916	0	0	1,990	0	751	2,498	3,249	-1,259	-24,363	
2014	-1,578	3,916	0	0	2,338	0	1,780	2,481	4,261	-1,923	-26,286	
2015	-1,223	3,916	0	0	2,693	0	2,657	2,442	5,099	-2,407	-28,693	
2016	-923	3,916	0	0	2,994	0	5,719	2,384	8,103	-5,109	-33,802	
2017	-622	3,916	0	0	3,294	0	5,719	2,258	7,977	-4,683	-38,484	
2018	-322	3,916	0	0	3,595	0	5,719	2,132	7,851	-4,256	-42,741	
2019	-21	3,916	0	0	3,895	0	5,719	2,006	7,725	-3,830	-46,571	
2020	1,270	3,916	0	0	5,187	0	5,719	1,880	7,599	-2,413	-48,983	
2021	1,629	3,916	0	0	5,546	0	5,719	1,755	7,474	-1,928	-50,911	
2022	1,989	3,916	0	0	5,905	0	5,719	1,629	7,348	-1,443	-52,354	
2023	2,348	3,916	0	0	6,264	0	5,719	1,503	7,222	-958	-53,312	
2024	2,707	3,916	0	0	6,623	0	5,719	1,377	7,096	-473	-53,784	
2025	3,066	3,916	0	0	6,982	0	5,719	1,251	6,970	12	-53,772	
2026	3,440	3,916	0	0	7,356	0	5,719	1,126	6,844	512	-53,261	
2027	3,814	3,916	0	0	7,730	0	5,719	1,000	6,719	1,011	-52,249	
2028	4,187	3,916	0	0	8,104	0	5,719	874	6,593	1,511	-50,738	
2029	4,561	3,916	0	0	8,477	0	5,719	748	6,467	2,010	-48,728	
2030	4,935	3,916	0	0	8,851	0	5,719	622	6,341	2,510	-46,218	
2031	5,324	3,916	0	0	9,240	0	5,419	496	5,916	3,324	-42,894	
2032	5,712	3,916	0	0	9,629	0	5,180	377	5,557	4,072	-38,823	
2033	6,101	3,916	0	0	10,018	0	4,968	263	5,231	4,786	-34,036	
2034	6,490	3,916	0	0	10,406	0	3,939	154	4,093	6,314	-27,723	
2035	6,879	3,916	0	0	10,795	0	3,062	67	3,129	7,666	-20,056	
2036	11,199	0	0	0	11,199	0	0	0	0	11,199	-8,858	
2037	11,419	0	0	0	11,419	0	0	0	0	11,419	2,562	
2038	11,640	0	0	0	11,640	0	0	0	0	11,640	14,202	
2039	11,861	0	0	0	11,861	0	0	0	0	11,861	26,063	
2040	12,081	0	0	0	12,081	0	0	0	0	12,081	38,144	
2041	12,314	0	0	0	12,314	0	0	0	0	12,314	50,458	
2042	12,547	0	0	0	12,547	0	0	0	0	12,547	63,006	
2043	12,780	0	0	0	12,780	0	0	0	0	12,780	75,786	
2044	13,013	0	0	0	13,013	0	0	0	0	13,013	88,800	
2045	13,247	0	0	0	13,247	0	0	0	0	13,247	102,046	
2046	13,489	0	0	0	13,489	0	0	0	0	13,489	115,535	
2047	13,731	0	0	0	13,731	0	0	0	0	13,731	129,266	
2048	13,973	0	0	0	13,973	0	0	0	0	13,973	143,239	
2049	14,216	0	0	0	14,216	0	0	0	0	14,216	157,455	
2050	14,458	0	0	0	14,458	0	0	0	0	14,458	171,913	

Interest (soft loan) 2.20%



**Case-1**

[ Case in Air Traffic Demand = 100 % ]

( excluding Air Navigation Facility )

**Nukus - 2**

**( 1 ) Annual Operating Surplus/Deficit of The Project**      US\$ thousand )

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Operating Revenue (Total)	Operating Expenditure			Operating Surplus/Deficit (In. Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depriciation	Total			
2000	2,475	1,250	0	1,250	1,225	0	1,225
2001	2,578	1,250	0	1,250	1,328	79	1,249
2002	2,682	1,250	0	1,250	1,432	142	1,290
2003	2,786	1,250	0	1,250	1,536	225	1,311
2004	2,889	1,250	0	1,250	1,639	588	1,051
2005	2,993	1,250	0	1,250	1,743	884	859
2006	4,993	6,210	2,375	8,585	-3,592	1,511	-5,103
2007	5,246	6,210	2,375	8,585	-3,339	1,511	-4,850
2008	5,499	6,210	2,375	8,585	-3,086	1,511	-4,597
2009	5,752	6,210	2,375	8,585	-2,833	1,511	-4,345
2010	6,391	6,210	2,375	8,585	-2,194	1,511	-3,705
2011	6,698	6,210	2,375	8,585	-1,887	1,511	-3,399
2012	7,004	6,210	2,375	8,585	-1,581	1,507	-3,088
2013	7,310	6,210	2,375	8,585	-1,275	1,500	-2,775
2014	7,617	6,210	2,375	8,585	-968	1,489	-2,457
2015	7,928	6,210	2,375	8,585	-657	1,460	-2,117
2016	8,220	6,210	2,375	8,585	-365	1,415	-1,780
2017	8,512	6,210	2,375	8,585	-73	1,340	-1,413
2018	8,804	6,210	2,375	8,585	219	1,264	-1,045
2019	9,096	6,210	2,375	8,585	511	1,189	-678
2020	10,112	6,210	2,375	8,585	1,527	1,113	414
2021	10,432	6,210	2,375	8,585	1,847	1,037	809
2022	10,752	6,210	2,375	8,585	2,167	962	1,205
2023	11,072	6,210	2,375	8,585	2,487	886	1,601
2024	11,393	6,210	2,375	8,585	2,808	811	1,997
2025	11,713	6,210	2,375	8,585	3,128	735	2,392
2026	12,045	6,210	2,375	8,585	3,461	660	2,801
2027	12,380	6,210	2,375	8,585	3,795	584	3,210
2028	12,713	6,210	2,375	8,585	4,128	509	3,619
2029	13,046	6,210	2,375	8,585	4,461	433	4,028
2030	13,380	6,210	2,375	8,585	4,795	357	4,437
2031	13,727	6,210	2,375	8,585	5,142	282	4,860
2032	14,074	6,210	2,375	8,585	5,489	210	5,279
2033	14,421	6,210	2,375	8,585	5,836	142	5,694
2034	14,768	6,210	2,375	8,585	6,183	78	6,106
2035	15,115	6,210	2,375	8,585	6,530	31	6,499
2036	15,475	6,210	0	6,210	9,265	0	9,265
2037	15,675	6,210	0	6,210	9,465	0	9,465
2038	15,874	6,210	0	6,210	9,664	0	9,664
2039	16,074	6,210	0	6,210	9,864	0	9,864
2040	16,273	6,210	0	6,210	10,063	0	10,063
2041	16,484	6,210	0	6,210	10,274	0	10,274
2042	16,694	6,210	0	6,210	10,484	0	10,484
2043	16,905	6,210	0	6,210	10,695	0	10,695
2044	17,115	6,210	0	6,210	10,905	0	10,905
2045	17,326	6,210	0	6,210	11,116	0	11,116
2046	17,545	6,210	0	6,210	11,335	0	11,335
2047	17,763	6,210	0	6,210	11,553	0	11,553
2048	17,982	6,210	0	6,210	11,772	0	11,772
2049	18,201	6,210	0	6,210	11,991	0	11,991
2050	18,420	6,210	0	6,210	12,210	0	12,210

Interest ( soR loan )      6.02 %

**Case -1** | Case In Air Traffic Demand = 100 % |  
(excluding Air Navigation Facility)

**Nukus - 2**

Outstanding Principal (Loan)	Payment of Principal by year	Subtotal of Payment by year	year unit principal	Term of Repayment																	
				2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010							
3,598	0	3,598	2000	3,598	-144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6,476	0	2,878	2001	0	2,878	-188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10,235	0	3,759	2002	0	0	3,759	-825	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26,734	0	16,499	2003	0	0	0	16,499	-673	0	0	0	0	0	0	0	0	0	0	0	0	0
40,194	0	13,460	2004	0	0	0	0	13,460	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
68,694	0	28,500	2005	0	0	0	0	0	28,500	0	0	0	0	0	0	0	0	0	0	0	0
68,694	0	0	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68,694	0	0	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68,694	0	0	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68,694	0	0	2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68,694	0	0	2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68,514	-180	-180	2011	-180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68,190	-324	-324	2012	-180	-144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67,679	-512	-512	2013	-180	-144	-188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66,342	-1,337	-1,337	2014	-180	-144	-188	-825	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64,332	-2,010	-2,010	2015	-180	-144	-188	-825	-673	0	0	0	0	0	0	0	0	0	0	0	0	0
60,897	-3,435	-3,435	2016	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
57,463	-3,435	-3,435	2017	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
54,028	-3,435	-3,435	2018	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
50,593	-3,435	-3,435	2019	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
47,159	-3,435	-3,435	2020	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
43,724	-3,435	-3,435	2021	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
40,289	-3,435	-3,435	2022	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
36,855	-3,435	-3,435	2023	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
33,420	-3,435	-3,435	2024	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
29,985	-3,435	-3,435	2025	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
26,550	-3,435	-3,435	2026	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
23,116	-3,435	-3,435	2027	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
19,681	-3,435	-3,435	2028	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
16,246	-3,435	-3,435	2029	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
12,812	-3,435	-3,435	2030	-180	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
9,557	-3,255	-3,255	2031	0	-144	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
6,446	-3,111	-3,111	2032	0	0	-188	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
3,523	-2,923	-2,923	2033	0	0	0	-825	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
1,425	-2,098	-2,098	2034	0	0	0	0	-673	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
0	-1,425	-1,425	2035	0	0	0	0	0	-1,425	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2049	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Nukus - 2

( 2 ) Cash Flow of The Project

Interest Rate 2.20%

( US\$ thousand )

----- Operation Revenue ; Including Technical & Commercial Charges !!

Year	Cash Receipts					Cash Disbursements				Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit
	Operating Surplus/Deficit	Add Back Depreciation	Loan	Governmental Own Budget	Total Receipt	Investment Cost	Debt Service Principal Interest		Total Disbursement		
2000	1,225	0	3,598	0	4,823	4,269	0	0	4,269	554	554
2001	1,328	0	2,878	0	4,206	3,415	0	79	3,494	712	1,266
2002	1,432	0	3,759	0	5,191	4,921	0	142	5,063	128	1,394
2003	1,536	0	16,499	0	18,035	18,897	0	225	19,122	-1,037	306
2004	1,639	0	13,460	0	15,099	15,751	0	588	16,339	-1,240	-934
2005	1,743	0	28,500	0	30,243	31,914	0	884	32,798	-2,555	-3,489
2006	-3,592	2,375	0	0	-1,217	0	0	1,511	1,511	-2,728	-6,217
2007	-3,339	2,375	0	0	-964	0	0	1,511	1,511	-2,435	-8,692
2008	-3,086	2,375	0	0	-711	0	0	1,511	1,511	-2,222	-10,915
2009	-2,833	2,375	0	0	-458	0	0	1,511	1,511	-1,970	-12,884
2010	-2,194	2,375	0	0	181	0	0	1,511	1,511	-1,330	-14,214
2011	-1,887	2,375	0	0	488	0	180	1,511	1,691	-1,204	-15,418
2012	-1,581	2,375	0	0	794	0	324	1,507	1,831	-1,037	-16,455
2013	-1,275	2,375	0	0	1,100	0	512	1,500	2,012	-912	-17,367
2014	-968	2,375	0	0	1,407	0	1,337	1,489	2,826	-1,419	-18,786
2015	-657	2,375	0	0	1,718	0	2,010	1,460	3,469	-1,751	-20,537
2016	-365	2,375	0	0	2,010	0	3,435	1,415	4,850	-2,840	-23,377
2017	-73	2,375	0	0	2,302	0	3,435	1,340	4,774	-2,473	-25,850
2018	219	2,375	0	0	2,594	0	3,435	1,264	4,699	-2,105	-27,955
2019	511	2,375	0	0	2,886	0	3,435	1,189	4,623	-1,738	-29,692
2020	1,527	2,375	0	0	3,902	0	3,435	1,113	4,548	-646	-30,338
2021	1,847	2,375	0	0	4,222	0	3,435	1,037	4,472	-250	-30,589
2022	2,167	2,375	0	0	4,542	0	3,435	962	4,397	145	-30,443
2023	2,487	2,375	0	0	4,862	0	3,435	886	4,321	541	-29,902
2024	2,808	2,375	0	0	5,183	0	3,435	811	4,246	937	-28,965
2025	3,128	2,375	0	0	5,503	0	3,435	735	4,170	1,333	-27,632
2026	3,461	2,375	0	0	5,836	0	3,435	660	4,094	1,742	-25,890
2027	3,795	2,375	0	0	6,170	0	3,435	584	4,019	2,151	-23,740
2028	4,128	2,375	0	0	6,503	0	3,435	509	3,943	2,560	-21,180
2029	4,461	2,375	0	0	6,836	0	3,435	433	3,868	2,969	-18,211
2030	4,795	2,375	0	0	7,170	0	3,435	357	3,792	3,378	-14,834
2031	5,142	2,375	0	0	7,517	0	3,255	282	3,537	3,980	-10,854
2032	5,489	2,375	0	0	7,864	0	3,111	210	3,321	4,543	-6,311
2033	5,836	2,375	0	0	8,211	0	2,923	142	3,065	5,146	-1,165
2034	6,183	2,375	0	0	8,558	0	2,098	78	2,176	6,383	5,218
2035	6,530	2,375	0	0	8,905	0	1,425	31	1,456	7,449	12,667
2036	9,265	0	0	0	9,265	0	0	0	0	9,265	21,932
2037	9,465	0	0	0	9,465	0	0	0	0	9,465	31,397
2038	9,664	0	0	0	9,664	0	0	0	0	9,664	41,061
2039	9,864	0	0	0	9,864	0	0	0	0	9,864	50,925
2040	10,063	0	0	0	10,063	0	0	0	0	10,063	60,989
2041	10,274	0	0	0	10,274	0	0	0	0	10,274	71,263
2042	10,484	0	0	0	10,484	0	0	0	0	10,484	81,747
2043	10,695	0	0	0	10,695	0	0	0	0	10,695	92,442
2044	10,905	0	0	0	10,905	0	0	0	0	10,905	103,347
2045	11,116	0	0	0	11,116	0	0	0	0	11,116	114,463
2046	11,335	0	0	0	11,335	0	0	0	0	11,335	125,798
2047	11,553	0	0	0	11,553	0	0	0	0	11,553	137,351
2048	11,772	0	0	0	11,772	0	0	0	0	11,772	149,123
2049	11,991	0	0	0	11,991	0	0	0	0	11,991	161,114
2050	12,210	0	0	0	12,210	0	0	0	0	12,210	173,323

Interest ( soft loan ) 2.20%

**Case - 1**

( Case in Air Traffic Demand = 100 % ) - Local Airports excluding F/S Airports ( TAS & J A/P )

**Air - Nav. - J**

**( 1 ) Annual Operating Surplus/Deficit of The Project ( US\$ thousand )**

Year	Operating Revenue ( Total )	Operating Expenditure			Operating Surplus/Deficit (In. Interest)	Interest 2.20%	Net Surplus/Deficit (ex. Interest)
		Mainte. & Oper. Cost	Depriciation	Total			
2000	30,712	2,210	0	2,210	28,502	0	28,502
2001	31,956	2,210	0	2,210	29,746	14	29,732
2002	33,199	2,210	0	2,210	30,989	25	30,964
2003	34,443	2,210	0	2,210	32,233	81	32,152
2004	35,686	2,210	0	2,210	33,476	142	33,335
2005	37,392	2,210	0	2,210	35,182	202	34,980
2006	38,322	2,608	398	3,006	35,317	266	35,050
2007	39,253	2,608	398	3,006	36,247	266	35,981
2008	40,183	2,608	398	3,006	37,177	266	36,911
2009	41,113	2,608	398	3,006	38,107	266	37,841
2010	42,043	2,608	398	3,006	39,038	266	38,771
2011	43,196	2,608	398	3,006	40,191	266	39,925
2012	44,349	2,608	398	3,006	41,344	266	41,078
2013	45,502	2,608	398	3,006	42,497	264	42,233
2014	46,656	2,608	398	3,006	43,650	260	43,390
2015	47,809	2,608	398	3,006	44,803	253	44,550
2016	48,523	2,608	398	3,006	45,517	243	45,274
2017	49,237	2,608	398	3,006	46,231	230	46,001
2018	49,951	2,608	398	3,006	46,945	216	46,729
2019	50,665	2,608	398	3,006	47,659	203	47,456
2020	51,379	2,608	398	3,006	48,373	190	48,184
2021	52,841	2,608	398	3,006	49,835	177	49,659
2022	54,303	2,608	398	3,006	51,297	163	51,134
2023	55,765	2,608	398	3,006	52,759	150	52,609
2024	57,227	2,608	398	3,006	54,221	137	54,083
2025	58,689	2,608	398	3,006	55,683	123	55,560
2026	60,204	2,608	398	3,006	57,198	110	57,088
2027	61,719	2,608	398	3,006	58,714	97	58,617
2028	63,235	2,608	398	3,006	60,229	83	60,146
2029	64,750	2,608	398	3,006	61,744	70	61,674
2030	66,265	2,608	398	3,006	63,260	57	63,203
2031	67,827	2,608	398	3,006	64,822	43	64,778
2032	69,390	2,608	398	3,006	66,384	31	66,353
2033	70,952	2,608	398	3,006	67,946	19	67,928
2034	72,514	2,608	398	3,006	69,509	9	69,499
2035	74,077	2,608	398	3,006	71,071	3	71,068
2036	75,637	2,608	0	2,608	73,069	0	73,069
2037	77,277	2,608	0	2,608	74,670	0	74,670
2038	78,878	2,608	0	2,608	76,270	0	76,270
2039	80,478	2,608	0	2,608	77,870	0	77,870
2040	82,079	2,608	0	2,608	79,471	0	79,471
2041	83,707	2,608	0	2,608	81,099	0	81,099
2042	85,335	2,608	0	2,608	82,727	0	82,727
2043	86,964	2,608	0	2,608	84,356	0	84,356
2044	88,592	2,608	0	2,608	85,984	0	85,984
2045	90,220	2,608	0	2,608	87,612	0	87,612
2046	91,854	2,608	0	2,608	89,257	0	89,257
2047	93,509	2,608	0	2,608	90,901	0	90,901
2048	95,153	2,608	0	2,608	92,545	0	92,545
2049	96,797	2,608	0	2,608	94,189	0	94,189
2050	98,441	2,608	0	2,608	95,833	0	95,833

Interest ( soft loan )      0.02 %

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

**Air - Nav. - I**

Outstanding Principal (Loan)	Payment of Principal by year	Subtotal of Payment by year	year unit principal	2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		
634	0	634	2000	634	-32	2001	-25	2002	-126	2003	-139	2004	-139	2005	-145	2006	0	2007	0	2008	0	2009	0	2010	0	
1,141	0	507	2001	0	507	2002	0	2,519	-126	2003	2,772	2004	2,772	2005	2,772	2006	2,899	2007	0	2008	0	2009	0	2010	0	
3,660	0	2,519	2002	0	0	2,519	2003	0	0	2,772	-139	2004	2,772	2005	-145	2006	0	2007	0	2008	0	2009	0	2010	0	
6,432	0	2,772	2003	0	0	0	0	0	0	2,772	-139	2004	2,772	2005	-145	2006	0	2007	0	2008	0	2009	0	2010	0	
9,204	0	2,772	2004	0	0	0	0	0	0	2,772	-145	2005	2,772	2006	-145	2007	0	2008	0	2009	0	2010	0	2010	0	
12,103	0	2,899	2005	0	0	0	0	0	0	0	0	0	0	2,899	2007	0	2008	0	2009	0	2010	0	2010	0		
12,103	0	0	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2008	0	2009	0	2010	0	2010	0	
12,103	0	0	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2009	0	2010	0	2010	0		
12,103	0	0	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2010	0	2010	0	2010	0	
12,103	0	0	2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2010	0	2010	0	2010	0
12,103	0	0	2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2010	0	2010	0	2010	0
12,071	-32	-32	2011	-32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12,014	-57	-57	2012	-32	-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11,831	-183	-183	2013	-32	-25	-126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11,510	-322	-322	2014	-32	-25	-126	-139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11,039	-460	-460	2015	-32	-25	-126	-139	-139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10,444	-605	-605	2016	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9,839	-605	-605	2017	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9,234	-605	-605	2018	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8,629	-605	-605	2019	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8,024	-605	-605	2020	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7,419	-605	-605	2021	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6,813	-605	-605	2022	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6,208	-605	-605	2023	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5,603	-605	-605	2024	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4,998	-605	-605	2025	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4,393	-605	-605	2026	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3,788	-605	-605	2027	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3,183	-605	-605	2028	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2,577	-605	-605	2029	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1,972	-605	-605	2030	-32	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1,399	-573	-573	2031	0	-25	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
851	-548	-548	2032	0	0	-126	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
429	-422	-422	2033	0	0	0	-139	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
145	-284	-284	2034	0	0	0	0	-139	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	-145	-145	2035	0	0	0	0	0	-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2049	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Case - 1

[ Case in Air Traffic Demand = 100 % ]

Local Airports excluding F/S Airports (TAS & 3 A/P)

Air - Nav. - 1

(2) Cash Flow of The Project

Interest Rate 2.20%

(US\$ thousand)

Year	Cash Receipts					Cash Disbursements				Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit
	Operating Surplus/Deficit	Add Back Depreciation	Loan	Governmental Own Budget	Total Receipt	Investment Cost	Debt Service (Principal / Interest)		Total Disbursement		
2000	28,502	0	634	0	29,136	715	0	0	715	28,421	28,421
2001	29,746	0	507	0	30,253	572	0	14	586	29,667	58,088
2002	30,989	0	2,519	0	33,508	2,535	0	25	2,560	30,948	89,036
2003	32,233	0	2,772	0	35,005	2,821	0	81	2,902	32,103	121,140
2004	33,476	0	2,772	0	36,248	2,821	0	142	2,963	33,286	154,425
2005	35,182	0	2,899	0	38,081	3,796	0	202	3,998	34,083	188,508
2006	35,317	398	0	0	35,714	0	0	266	266	35,448	223,956
2007	36,247	398	0	0	36,645	0	0	266	266	36,378	260,334
2008	37,177	398	0	0	37,575	0	0	266	266	37,309	297,643
2009	38,107	398	0	0	38,505	0	0	266	266	38,239	335,882
2010	39,038	398	0	0	39,436	0	0	266	266	39,169	375,051
2011	40,191	398	0	0	40,589	0	32	266	298	40,291	415,342
2012	41,344	398	0	0	41,742	0	57	266	323	41,419	456,761
2013	42,497	398	0	0	42,895	0	183	264	447	42,447	499,208
2014	43,650	398	0	0	44,048	0	322	260	582	43,466	542,674
2015	44,803	398	0	0	45,201	0	460	253	713	44,487	587,162
2016	45,517	398	0	0	45,915	0	605	243	848	45,067	632,228
2017	46,231	398	0	0	46,629	0	605	230	835	45,794	678,022
2018	46,945	398	0	0	47,343	0	605	216	822	46,521	724,544
2019	47,659	398	0	0	48,057	0	605	203	808	47,249	771,792
2020	48,373	398	0	0	48,771	0	605	190	795	47,976	819,769
2021	49,835	398	0	0	50,233	0	605	177	782	49,451	869,220
2022	51,297	398	0	0	51,695	0	605	163	768	50,927	920,147
2023	52,759	398	0	0	53,157	0	605	150	755	52,402	972,549
2024	54,221	398	0	0	54,619	0	605	137	742	53,877	1,026,426
2025	55,683	398	0	0	56,081	0	605	123	728	55,352	1,081,778
2026	57,198	398	0	0	57,596	0	605	110	715	56,881	1,138,659
2027	58,714	398	0	0	59,111	0	605	97	702	58,410	1,197,069
2028	60,229	398	0	0	60,627	0	605	83	688	59,938	1,257,007
2029	61,744	398	0	0	62,142	0	605	70	675	61,467	1,318,474
2030	63,260	398	0	0	63,657	0	605	57	662	62,995	1,381,470
2031	64,822	398	0	0	65,220	0	573	43	617	64,603	1,446,073
2032	66,384	398	0	0	66,782	0	548	31	579	66,203	1,512,276
2033	67,946	398	0	0	68,344	0	422	19	441	67,903	1,580,179
2034	69,509	398	0	0	69,907	0	284	9	293	69,614	1,649,792
2035	71,071	398	0	0	71,469	0	145	3	148	71,321	1,721,113
2036	73,069	0	0	0	73,069	0	0	0	0	73,069	1,794,182
2037	74,670	0	0	0	74,670	0	0	0	0	74,670	1,868,852
2038	76,270	0	0	0	76,270	0	0	0	0	76,270	1,945,122
2039	77,870	0	0	0	77,870	0	0	0	0	77,870	2,022,992
2040	79,471	0	0	0	79,471	0	0	0	0	79,471	2,102,463
2041	81,099	0	0	0	81,099	0	0	0	0	81,099	2,183,562
2042	82,727	0	0	0	82,727	0	0	0	0	82,727	2,266,290
2043	84,356	0	0	0	84,356	0	0	0	0	84,356	2,350,645
2044	85,984	0	0	0	85,984	0	0	0	0	85,984	2,436,629
2045	87,612	0	0	0	87,612	0	0	0	0	87,612	2,524,242
2046	89,257	0	0	0	89,257	0	0	0	0	89,257	2,613,498
2047	90,901	0	0	0	90,901	0	0	0	0	90,901	2,704,399
2048	92,545	0	0	0	92,545	0	0	0	0	92,545	2,796,944
2049	94,189	0	0	0	94,189	0	0	0	0	94,189	2,891,134
2050	95,833	0	0	0	95,833	0	0	0	0	95,833	2,986,967

Interest (soft loan) 2.20%

## Air - Nav. - 2

## (1) Annual Operating Surplus/Deficit of The Project (US\$ thousand)

Year	Operating Revenue (Total)	Operating Expenditure			Operating Surplus/Deficit (In. Interest)	Interest 2.28%	Net Surplus/Deficit (ex. interest)
		Mainte. & Oper. Cost	Depreciation	Total			
2000	40,404	2,210	0	2,210	38,194	0	38,194
2001	42,127	2,210	0	2,210	39,917	182	39,735
2002	43,850	2,210	0	2,210	41,640	328	41,312
2003	45,572	2,210	0	2,210	43,362	594	42,769
2004	47,295	2,210	0	2,210	45,085	1,791	43,294
2005	49,017	2,210	0	2,210	46,807	2,617	44,190
2006	50,740	7,522	5,312	12,834	37,914	3,480	34,434
2007	52,031	7,522	5,312	12,834	39,196	3,480	35,716
2008	53,313	7,522	5,312	12,834	40,479	3,480	36,999
2009	54,595	7,522	5,312	12,834	41,761	3,480	38,281
2010	55,877	7,522	5,312	12,834	43,043	3,480	39,563
2011	57,159	7,522	5,312	12,834	44,325	3,480	40,845
2012	58,441	7,522	5,312	12,834	45,607	3,471	42,130
2013	59,723	7,522	5,312	12,834	46,889	3,455	43,434
2014	61,005	7,522	5,312	12,834	48,171	3,405	44,766
2015	62,287	7,522	5,312	12,834	49,453	3,315	46,138
2016	63,569	7,522	5,312	12,834	50,735	3,184	47,551
2017	64,851	7,522	5,312	12,834	52,017	3,010	48,987
2018	66,133	7,522	5,312	12,834	53,299	2,836	50,463
2019	67,415	7,522	5,312	12,834	54,581	2,662	51,919
2020	68,697	7,522	5,312	12,834	55,863	2,488	53,375
2021	69,979	7,522	5,312	12,834	57,145	2,314	54,831
2022	71,261	7,522	5,312	12,834	58,427	2,140	56,287
2023	72,543	7,522	5,312	12,834	59,709	1,966	57,743
2024	73,825	7,522	5,312	12,834	60,991	1,792	59,199
2025	75,107	7,522	5,312	12,834	62,273	1,618	60,655
2026	76,389	7,522	5,312	12,834	63,555	1,444	62,111
2027	77,671	7,522	5,312	12,834	64,837	1,270	63,567
2028	78,953	7,522	5,312	12,834	66,119	1,096	65,023
2029	80,235	7,522	5,312	12,834	67,401	922	66,479
2030	81,517	7,522	5,312	12,834	68,683	748	67,935
2031	82,799	7,522	5,312	12,834	69,965	574	69,391
2032	84,081	7,522	5,312	12,834	71,247	410	70,837
2033	85,363	7,522	5,312	12,834	72,529	252	72,283
2034	86,645	7,522	5,312	12,834	73,811	128	73,681
2035	87,927	7,522	5,312	12,834	75,093	43	75,039
2036	89,209	7,522	0	7,522	81,687	0	81,687
2037	90,491	7,522	0	7,522	83,169	0	83,169
2038	91,773	7,522	0	7,522	84,651	0	84,651
2039	93,055	7,522	0	7,522	86,133	0	86,133
2040	94,337	7,522	0	7,522	87,615	0	87,615
2041	95,619	7,522	0	7,522	89,097	0	89,097
2042	96,901	7,522	0	7,522	90,579	0	90,579
2043	98,183	7,522	0	7,522	92,061	0	92,061
2044	99,465	7,522	0	7,522	93,543	0	93,543
2045	100,747	7,522	0	7,522	95,025	0	95,025
2046	102,029	7,522	0	7,522	96,507	0	96,507
2047	103,311	7,522	0	7,522	97,989	0	97,989
2048	104,593	7,522	0	7,522	99,471	0	99,471
2049	105,875	7,522	0	7,522	100,953	0	100,953
2050	107,157	7,522	0	7,522	102,435	0	102,435

Interest (soft loan) 0.02 %

Air - Nav. - 2

Outstanding Principal (Loan)	Payment of Principal by year	Subtotal of Payment by year	year unit principal	Term of Repayment		30 years		10 years											
				2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010					
8,284	0	8,284	2000	8,284	-414	-331	0	0	0	0	0	0	0	0	0	0	0	0	0
14,911	0	6,627	2001	0	6,627	-1,513	0	0	0	0	0	0	0	0	0	0	0	0	0
45,165	0	30,254	2002	0	0	30,254	-1,812	0	0	0	0	0	0	0	0	0	0	0	0
81,397	0	36,232	2003	0	0	0	36,232	-1,878	0	0	0	0	0	0	0	0	0	0	0
118,962	0	37,565	2004	0	0	0	0	37,565	-1,961	0	0	0	0	0	0	0	0	0	0
158,183	0	39,221	2005	0	0	0	0	0	39,221	0	0	0	0	0	0	0	0	0	0
158,183	0	0	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158,183	0	0	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158,183	0	0	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158,183	0	0	2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158,183	0	0	2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157,769	-414	-414	2011	-414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157,023	-746	-746	2012	-414	-331	0	0	0	0	0	0	0	0	0	0	0	0	0	0
154,765	-2,258	-2,258	2013	-414	-331	-1,513	0	0	0	0	0	0	0	0	0	0	0	0	0
150,695	-4,070	-4,070	2014	-414	-331	-1,513	-1,812	0	0	0	0	0	0	0	0	0	0	0	0
144,747	-5,948	-5,948	2015	-414	-331	-1,513	-1,812	-1,878	0	0	0	0	0	0	0	0	0	0	0
136,838	-7,909	-7,909	2016	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
128,929	-7,909	-7,909	2017	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
121,020	-7,909	-7,909	2018	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
113,110	-7,909	-7,909	2019	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
105,201	-7,909	-7,909	2020	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
97,292	-7,909	-7,909	2021	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
89,383	-7,909	-7,909	2022	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
81,474	-7,909	-7,909	2023	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
73,565	-7,909	-7,909	2024	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
65,656	-7,909	-7,909	2025	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
57,746	-7,909	-7,909	2026	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
49,837	-7,909	-7,909	2027	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
41,928	-7,909	-7,909	2028	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
34,019	-7,909	-7,909	2029	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
26,110	-7,909	-7,909	2030	-414	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
18,201	-7,495	-7,495	2031	0	-331	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
11,451	-7,164	-7,164	2032	0	0	-1,513	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
5,800	-5,651	-5,651	2033	0	0	0	-1,812	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
1,961	-3,839	-3,839	2034	0	0	0	0	-1,878	-1,961	0	0	0	0	0	0	0	0	0	0
0	-1,961	-1,961	2035	0	0	0	0	0	-1,961	0	0	0	0	0	0	0	0	0	0
0	0	0	2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2049	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Case - 1

[ Case in Air Traffic Demand = 100 % ]

--- All Local Airports excluding Taskent ---

Air - Nav. - 2

(2) Cash Flow of The Project

Interest Rate 2.20%

( US\$ thousand )

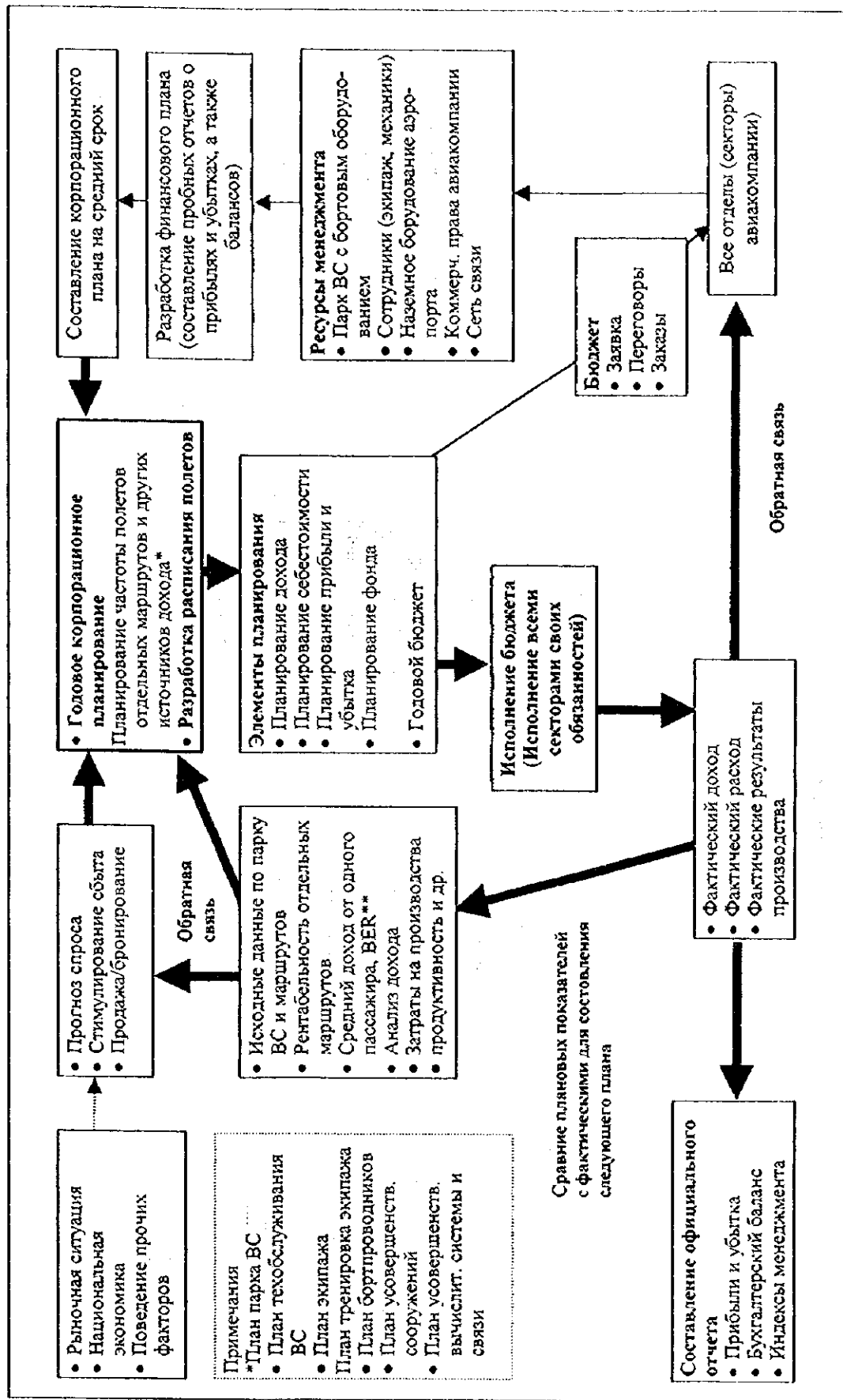
Year	Cash Receipts					Cash Disbursements				Annual Cash Surplus / Deficit	Cumulative Surplus / Deficit
	Operating Surplus/Deficit	Add Back Depreciation	Loan	Governmental Own Budget	Total Receipt	Investment Cost	Debt Service (Principal / Interest)		Total Disbursement		
2000	38,194	0	8,284	0	46,478	9,548	0	0	9,548	36,930	36,930
2001	39,917	0	6,627	0	46,544	7,638	0	182	7,820	38,724	75,654
2002	41,640	0	30,254	0	71,894	31,448	0	328	31,776	40,118	115,771
2003	43,362	0	36,232	0	79,594	38,459	0	594	39,453	40,142	155,913
2004	45,085	0	37,565	0	82,650	40,056	0	1,791	41,847	40,803	196,716
2005	47,257	0	39,221	0	86,478	49,922	0	2,617	52,539	33,938	230,655
2006	37,914	5,312	0	0	43,227	0	0	3,480	3,480	39,746	270,401
2007	39,196	5,312	0	0	44,509	0	0	3,480	3,480	41,029	311,430
2008	40,479	5,312	0	0	45,791	0	0	3,480	3,480	42,311	353,741
2009	41,761	5,312	0	0	47,073	0	0	3,480	3,480	43,593	397,333
2010	43,043	5,312	0	0	48,355	0	0	3,480	3,480	44,875	442,208
2011	44,325	5,312	0	0	49,637	0	414	3,480	3,894	46,008	488,216
2012	45,607	5,312	0	0	50,919	0	746	3,471	4,216	47,233	535,449
2013	46,889	5,312	0	0	52,201	0	2,258	3,455	5,713	47,284	582,733
2014	48,171	5,312	0	0	53,483	0	4,070	3,405	7,475	47,069	629,803
2015	49,453	5,312	0	0	54,765	0	5,948	3,315	9,263	46,828	676,631
2016	50,735	5,312	0	0	56,047	0	7,909	3,184	11,094	45,889	722,520
2017	52,017	5,312	0	0	57,329	0	7,909	3,010	10,920	46,954	769,474
2018	53,300	5,312	0	0	58,611	0	7,909	2,836	10,746	48,019	817,494
2019	54,582	5,312	0	0	59,893	0	7,909	2,662	10,572	49,083	866,578
2020	55,864	5,312	0	0	61,175	0	7,909	2,488	10,398	50,150	916,728
2021	57,146	5,312	0	0	62,457	0	7,909	2,314	10,224	52,241	968,970
2022	58,428	5,312	0	0	63,739	0	7,909	2,140	10,050	54,333	1,023,303
2023	59,710	5,312	0	0	65,021	0	7,909	1,966	9,876	56,424	1,079,727
2024	60,992	5,312	0	0	66,303	0	7,909	1,792	9,702	58,516	1,138,243
2025	62,274	5,312	0	0	67,585	0	7,909	1,618	9,528	60,607	1,198,850
2026	63,556	5,312	0	0	68,867	0	7,909	1,444	9,354	62,770	1,261,621
2027	64,838	5,312	0	0	70,149	0	7,909	1,270	9,180	64,933	1,326,554
2028	66,120	5,312	0	0	71,431	0	7,909	1,096	9,006	67,096	1,393,650
2029	67,402	5,312	0	0	72,713	0	7,909	922	8,832	69,259	1,462,909
2030	68,684	5,312	0	0	73,995	0	7,909	748	8,658	71,422	1,534,331
2031	69,966	5,312	0	0	75,277	0	7,495	574	8,069	74,060	1,608,392
2032	71,248	5,312	0	0	76,559	0	7,164	410	7,573	76,607	1,684,998
2033	72,530	5,312	0	0	77,841	0	5,651	252	5,903	80,327	1,765,325
2034	73,812	5,312	0	0	79,123	0	3,839	128	3,967	84,313	1,849,638
2035	75,094	5,312	0	0	80,405	0	1,951	43	2,004	88,325	1,937,963
2036	76,376	0	0	0	81,687	0	0	0	0	92,429	2,030,392
2037	77,658	0	0	0	82,969	0	0	0	0	94,528	2,124,920
2038	78,940	0	0	0	84,251	0	0	0	0	96,627	2,221,548
2039	80,222	0	0	0	85,533	0	0	0	0	98,727	2,320,274
2040	81,504	0	0	0	86,815	0	0	0	0	100,826	2,421,100
2041	82,786	0	0	0	88,097	0	0	0	0	102,961	2,524,061
2042	84,068	0	0	0	89,379	0	0	0	0	105,097	2,629,159
2043	85,350	0	0	0	90,661	0	0	0	0	107,233	2,736,391
2044	86,632	0	0	0	91,943	0	0	0	0	109,368	2,845,759
2045	87,914	0	0	0	93,225	0	0	0	0	111,504	2,957,263
2046	89,196	0	0	0	94,507	0	0	0	0	113,660	3,070,924
2047	90,478	0	0	0	95,789	0	0	0	0	115,817	3,186,741
2048	91,760	0	0	0	97,071	0	0	0	0	117,974	3,304,714
2049	93,042	0	0	0	98,353	0	0	0	0	120,130	3,424,845
2050	94,324	0	0	0	99,635	0	0	0	0	122,287	3,547,131

Interest (soft loan) 2.20%

**ПРИЛОЖЕНИЕ 8.4-1**

**ПРИМЕР ПРОЦЕДУР ПО КОРПОРАТИВНОМУ  
ПЛАНИРОВАНИЮ**

Рис. 1 Общий цикл корпорационного планирования одной авиалинии



\*\*Характеристика рентабельности воздушной перевозки

Рис. 2 Составление плана на средний срок и годового плана

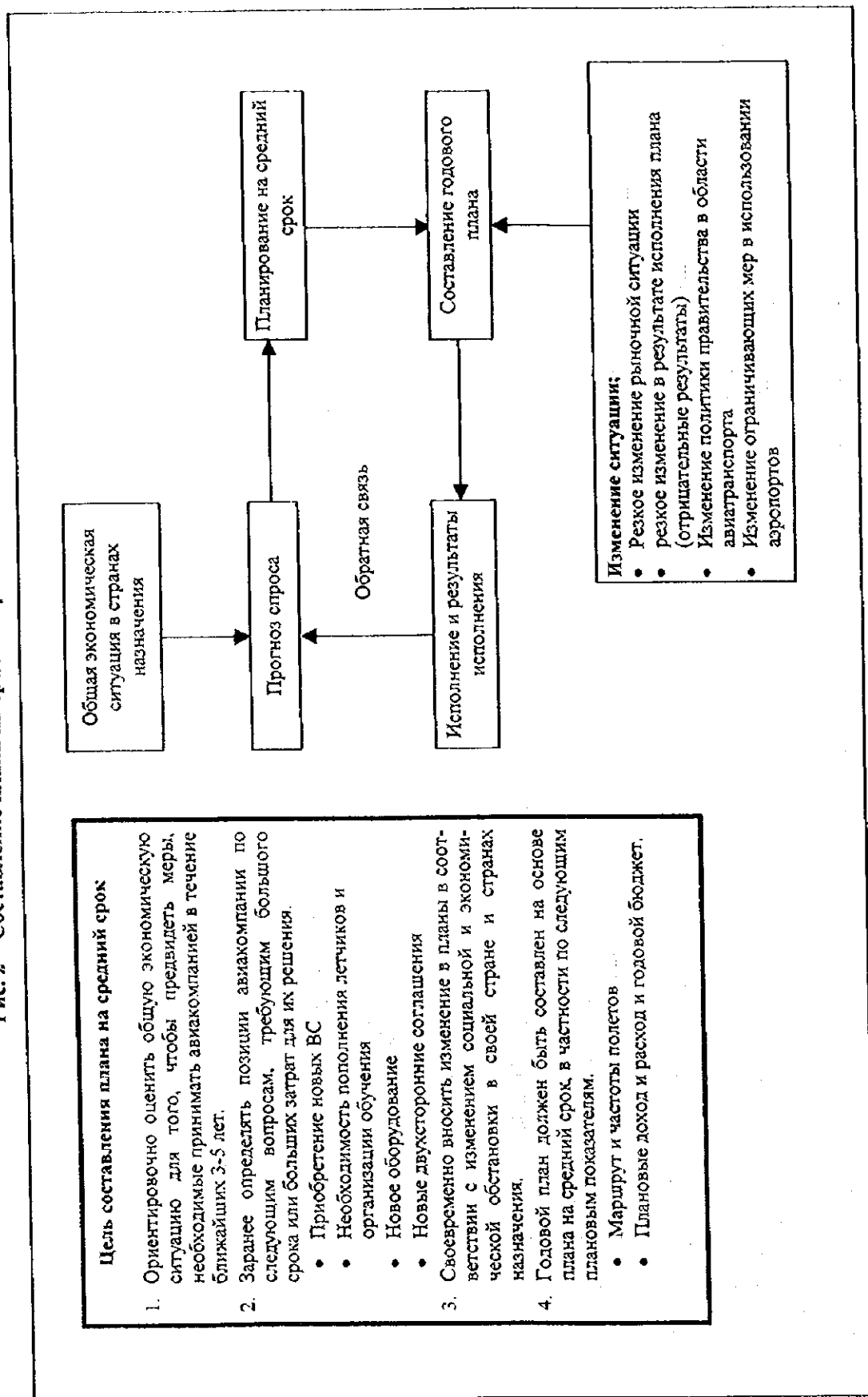


Рис. 3 Схема корпорационного планирования

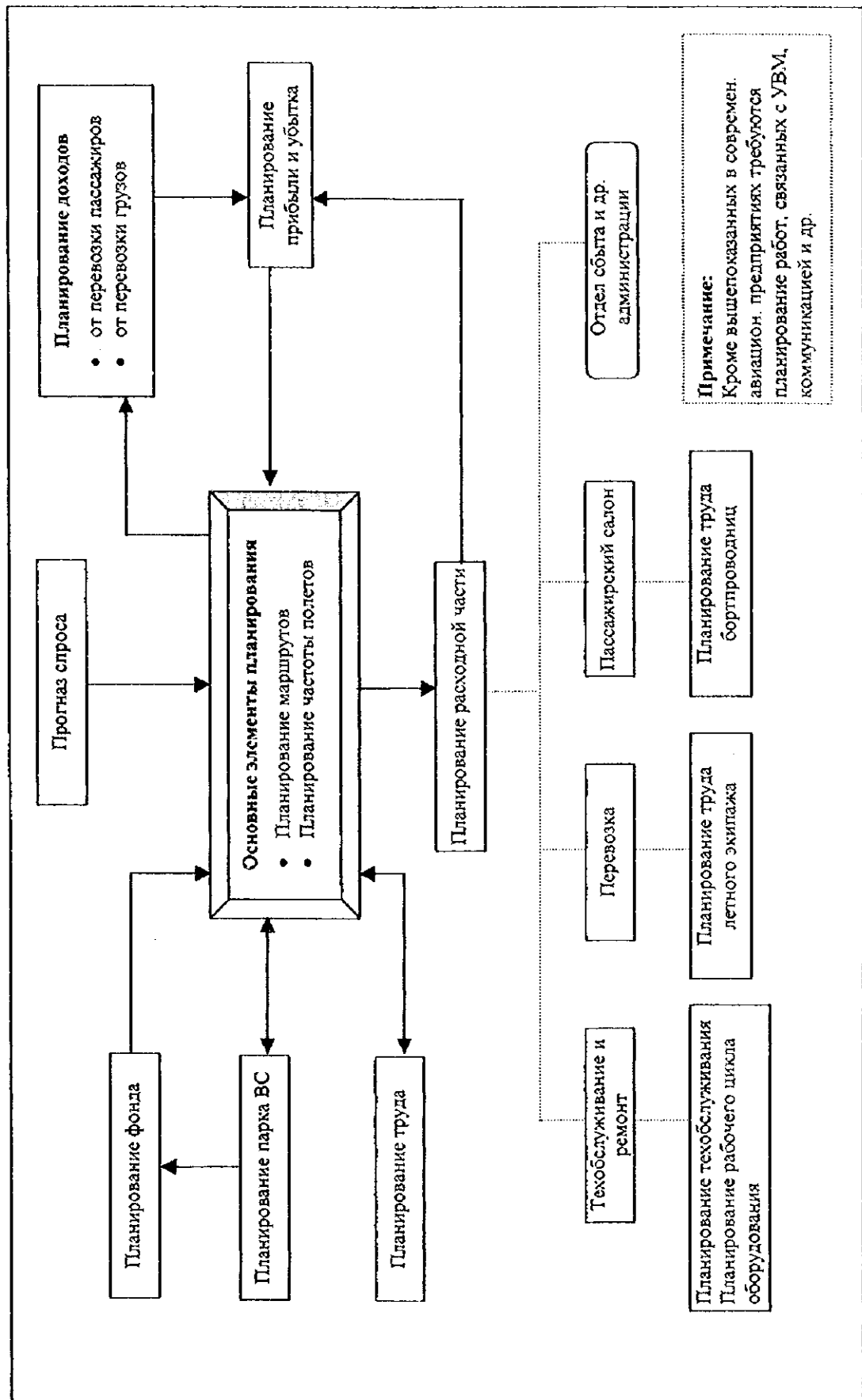


Рис. 4 Расчеты прибыльности маршрутов

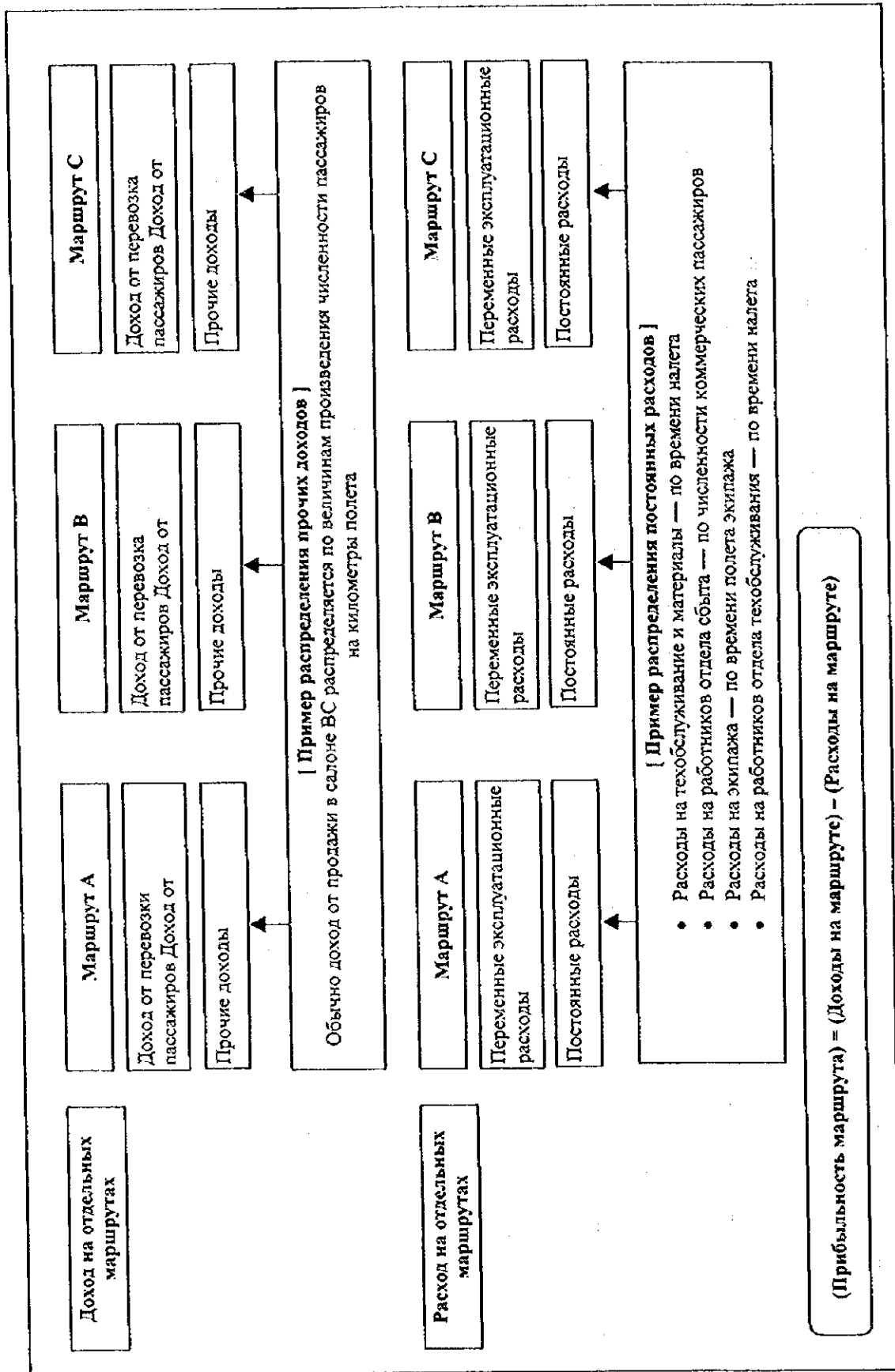


Рис. 5 Анализ прибыльности маршрута

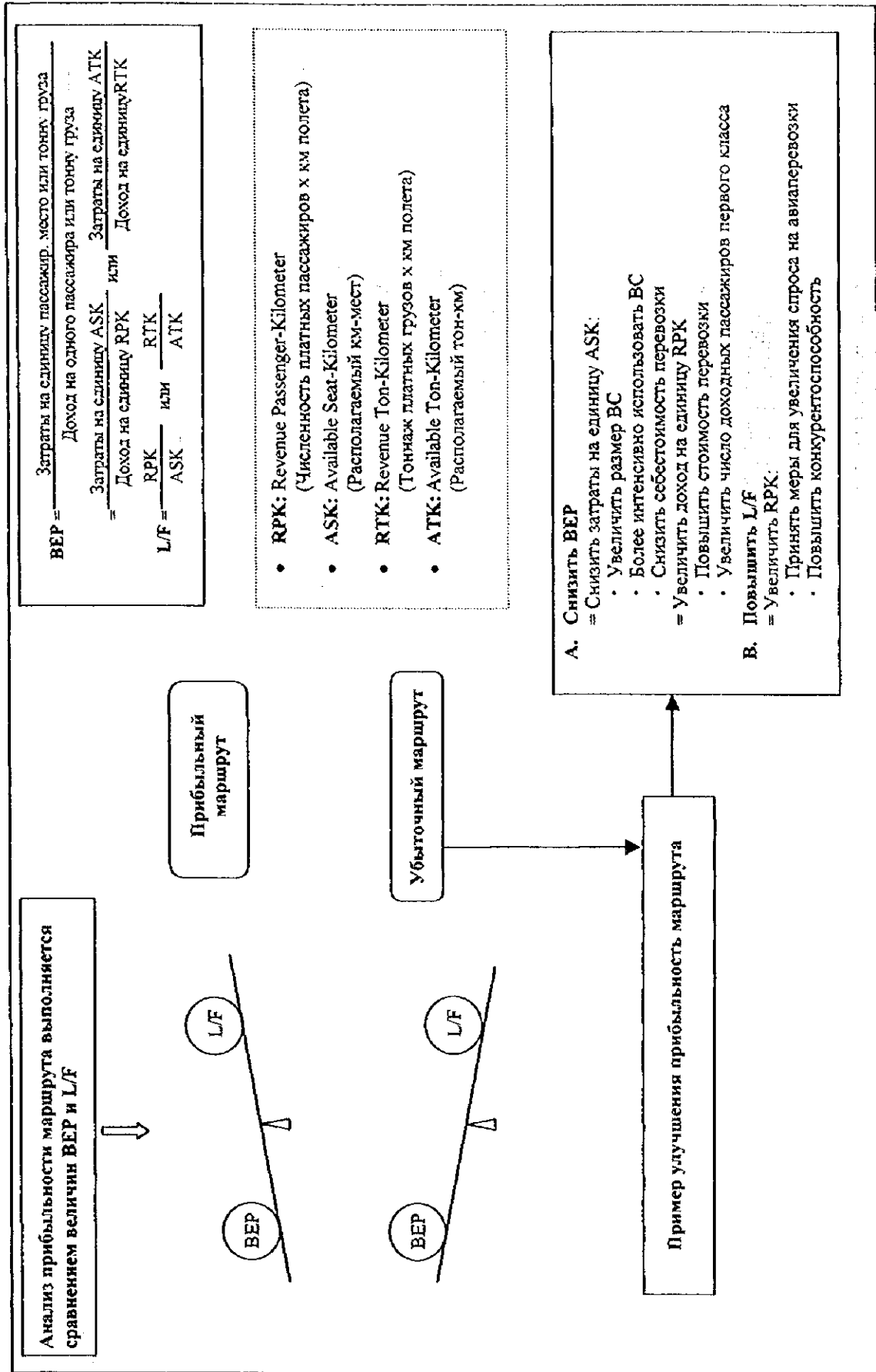


Рис. 6 Планирование и исполнение бюджета

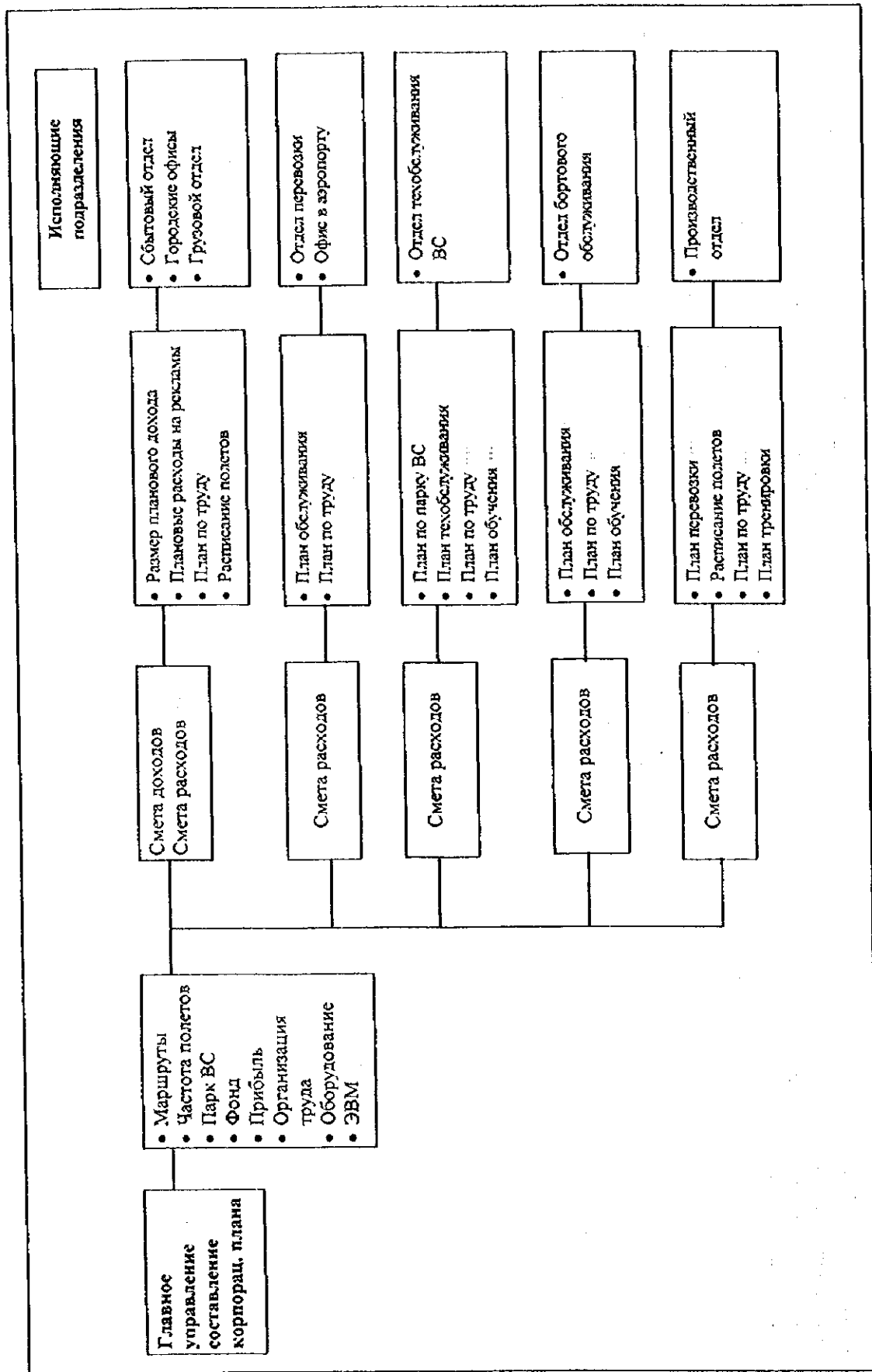
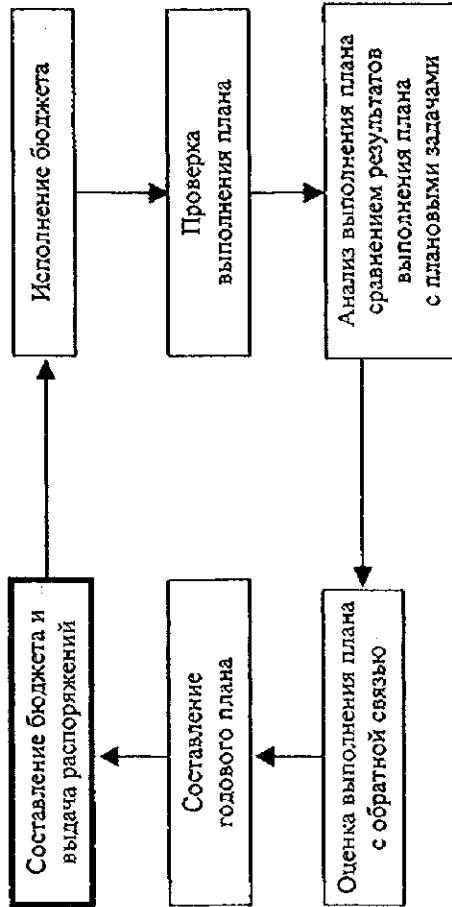




Рис. 7 Система контроля исполнения бюджета



**Процедура**

1. Извещение планового и др. отделов о политике, принятой руководством компании (в течение декабря).
2. Составление запросов и требований в отдельных отделах и секторах, обсуждение и регулирование их между плановым и др. отделами (в течение марта).
3. Подведение итогов выполнения квартального плана.
4. Результаты исполнения плана используются для контроля исполнения плана каждым отделом и составления плана следующего года.

Рис. 8 Классификация расходов

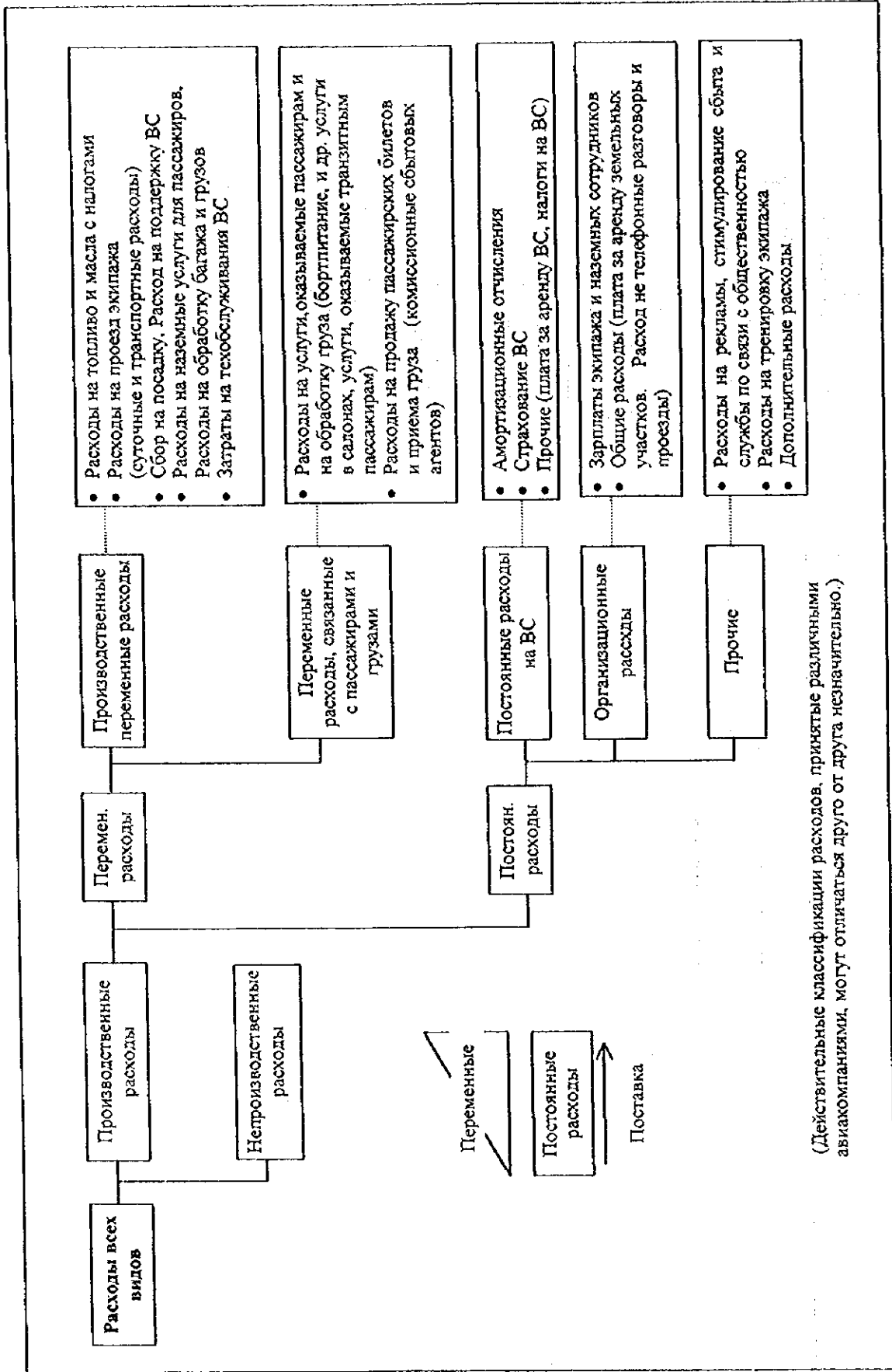


Рис. 9 Прогнозирование спроса на авиаперевозки (АТ)

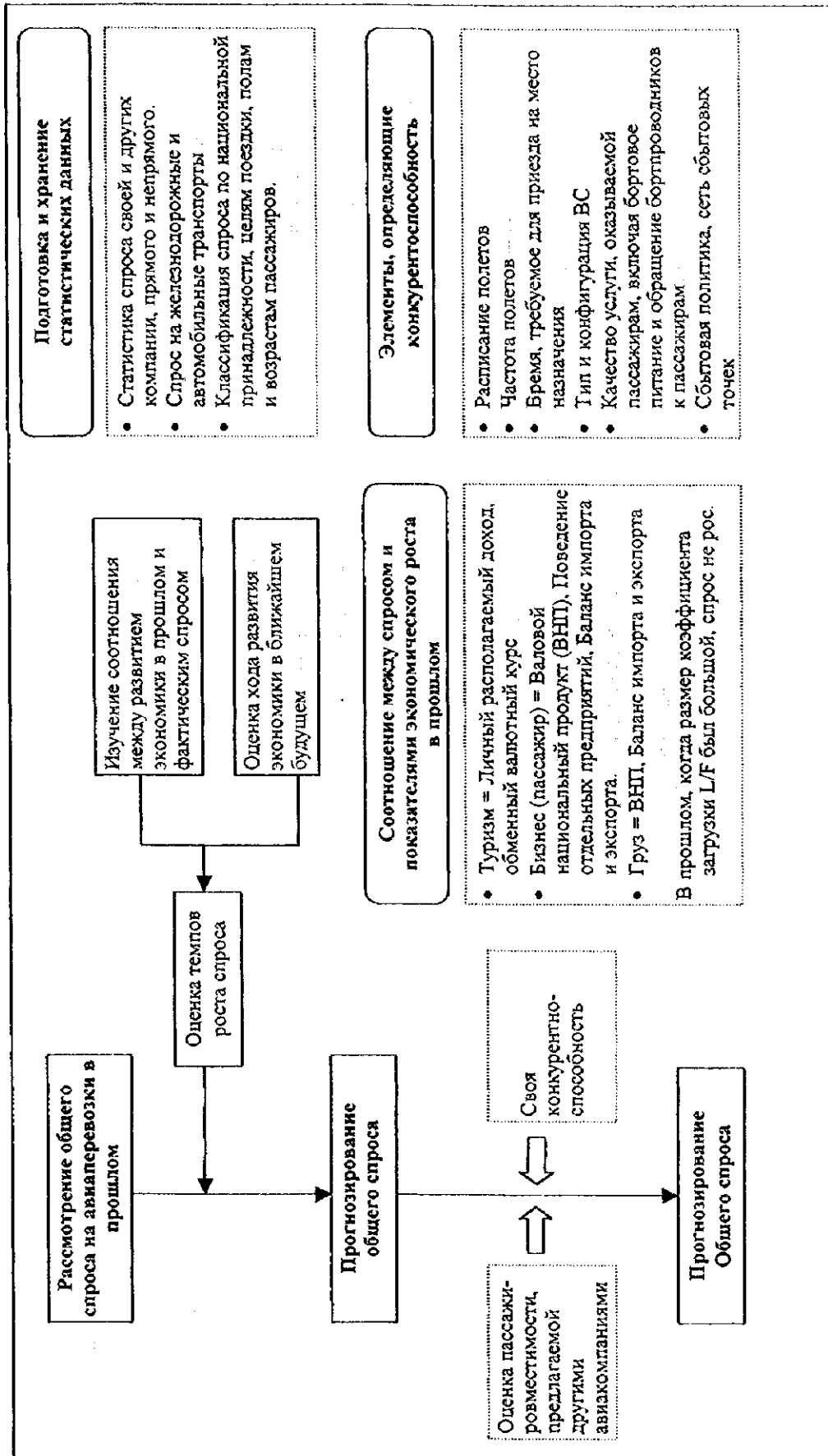


Рис. 10 Оценка доходов

[ Формула для оценки дохода ]

Доход = (Свой спрос) x (средний доход от одного пассажира на отдельном маршруте)

Где:

[ Свой спрос ]

$$= (\text{Общий спрос}) \times (\text{Доля своего предложения}) \times (\text{конкурентоспособность})$$

[ Доля своего предложения ]

$$= (\text{Пассажиравместимость, предлагаемая своей компанией}) / (\text{Пассажиравместимость, предлагаемая своей + другими компаниями})$$

\* Предложение других компаний может быть оценено договорами по авиаперевозке.

[ Конкурентоспособность ]

$$= (\text{Свой } L/F) / (\text{Средний } L/F \text{ для всех авиакомпаний})^*$$

$$= (\text{Свой спрос/Свое предложение}) / (\text{Общий спрос/Общее предложение})$$

$$= (\text{Свой спрос /Общий спрос}) / (\text{Свое предложение/Общее предложение})$$

$$= (\text{Доля своего спроса}) / (\text{Доля своего предложения})$$

$$[\text{Средний доход от одного пассажира}] = \{ (\text{Обычный тариф на авиаперевозку}) \times (\text{численность пассажиров}) + (\text{Групповой тариф}) \times (\text{численность пассажиров в группах}) + (\text{Специальный тариф}) \times (\text{численность пассажиров}) \} / (\text{Общая численность пассажиров})$$

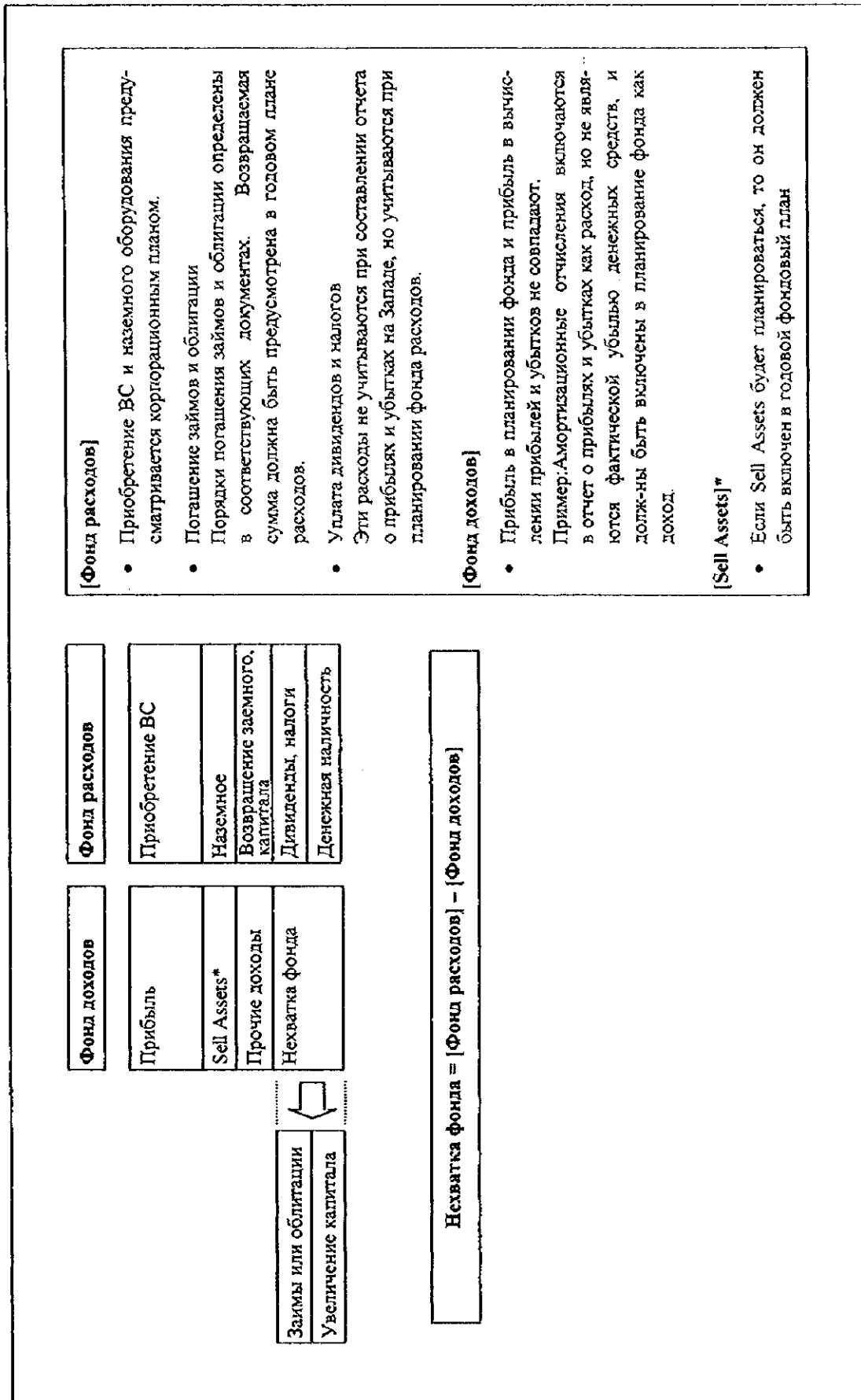
Примечание: Улучшение значения этих параметров есть не легкие дело, так как они связаны друг с другом и для улучшения их значения требуется значительные средства.

Например:

- Для увеличения доли своего предложения — Необходимо увеличить число пассажирских кресел в ВС.
- Для увеличения конкурентоспособности — Необходимо улучшить качество услуг, оказываемой пассажирам
- Для увеличения среднего дохода от одного пассажира — Необходимо увеличить число пассажиров первого класса  
или  
повышать тарифов на авиаперевозку

\*LF: коэффициент загрузки, определенный на рис. 7.4.5.

Рис. 11 Составление финансового плана (No.1)



\*Sell assets: Денежные средства, доходы, полученные в результате продажи имущества

Рис. 12 Составление финансового плана (№.2)

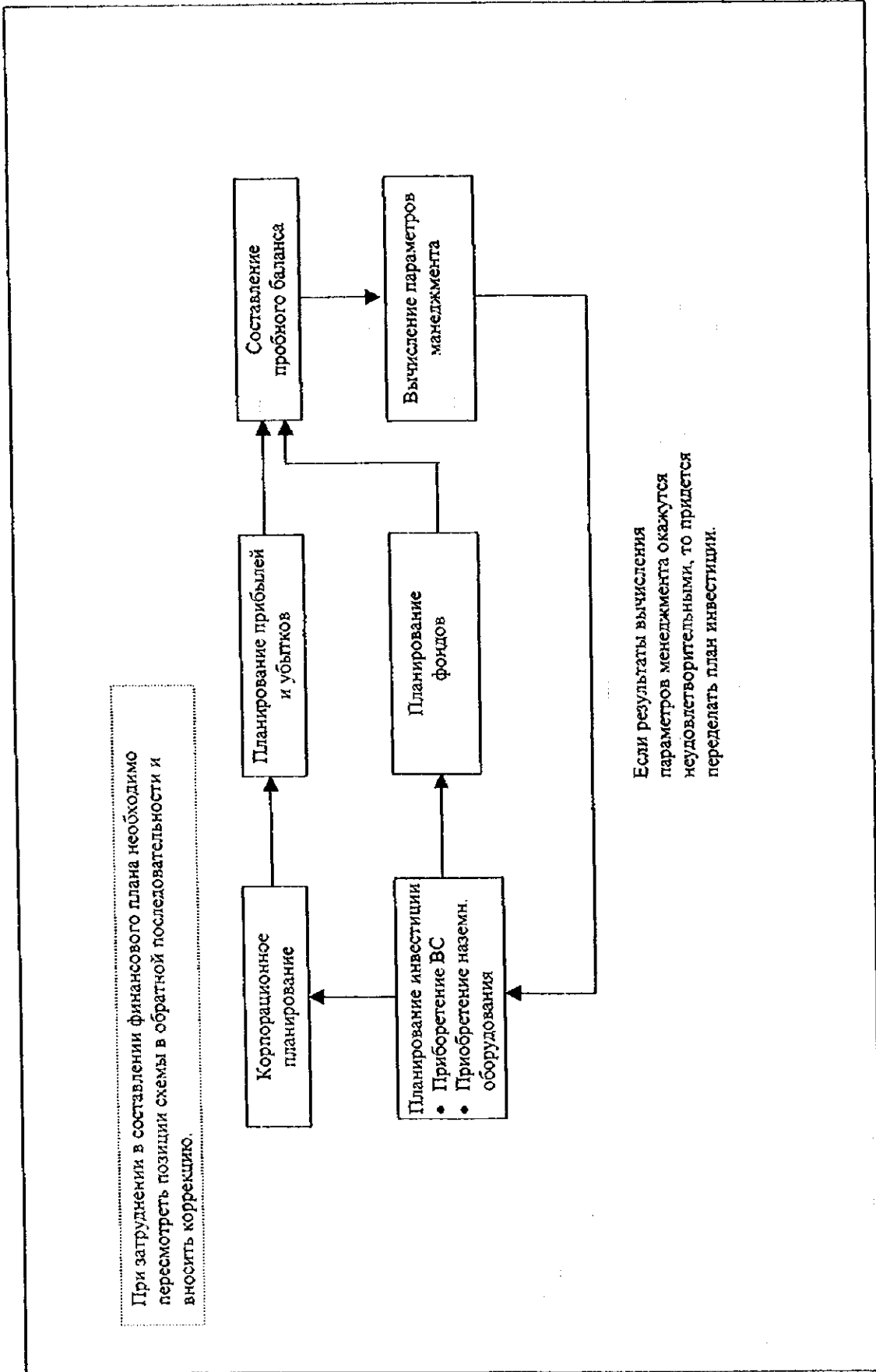


Рис. 13 Прибыль и убыток по ИКАО

**Доходы**

- Полеты по расписанию
 

Доходы от авиатранспорта	Итого
Пассажиров	
Багажа	
Грузов	
Почты	
- Нерегулярные полеты
 

Доходы от авиатранспорта
--------------------------
- Доходы от прочих деятельности
- Итого

**Прим. 1:**

- К этому расходу относятся:
3. Зарплаты для экипажа и расходы на проезд
  4. Затраты на топливо и масла
  5. Расходы на страхование ВС
  6. Расходы на аренду ВС
  7. Расходы на обучение экипажа
  8. Прочие

**Расходы**

- Расходы на авиатранспорты
 

на полет (Прим.1)
на техобслуживание
на амортизацион. отчисления (Прим.2)
на наземн. техобслуживание (Прим.3)
на услуги оказываемые пассажирам (Прим.4)
на сбытовые затраты
на общие и административные расходы
Прочие
- Общая сумма расходов на авиатранспорты
- Прибыль и убыток на авиатранспортах
- Прочие доходы и расходы
- Прибыли и убытки от основной деятельности (включая специальные прибыли и убытки)
- Налоги
- Чистые прибыль и убыток

**Прим. 2:**

- К этому расходу относятся:
1. Отчисление на отдельные части ВС
  2. Отчисление на наземное оборудование
  3. Специальное отчисление
  4. Расходы на НИОКР и подготовительные работы
  5. Расходы на отложенное обучение

**Прим. 3:**

- К этому расходу относятся:
1. Сбор на посадку
  2. Расходы на обеспечение безопасности полета
  3. Все расходы, связанные с доставкой пассажиров, багажа и грузов, наземное обслуживание ВС

**Прим. 4:**

- К этому расходу относятся:
1. Зарплаты бортопроводников и бортопроводниц и расходы на их проезд
  2. Бортопитание
  3. Прочие расходы, связанные с обращением с пассажирами.

Рис. 14 Бухгалтерский баланс по ИКАО

<b>Оборотные средства (активы)</b>		
<b>Основные средства</b>		
Материальные	Парк ВС	Расходы на приобретения
Нематериальные	Земельный участок и здания	Амортизационный фонд
Инвестиция	Прочие	Сальдо на конец периода
<u>Отсроченные</u>		
<b>Общая стоимость имущества</b>		
<b>Текущие обязательства (пассивы)</b>		
Полученные авансы, Полученные депозиты		
Краткосрочные займы		
Отсроченный (резервы против обязательств и для уплаты сборов)		
<b>Долгосрочные обязательства</b>		
Долгосрочные обязательства		
Займы, погашаемые дочерними компаниями		
Прочие долгосрочные займы		
Специальные резервы и резервы против обязательства и для уплаты сборов		
<b>Собственный капитал</b>		
Капитал		
Резерв капитала		
<u>Минимальный резерв, установленный законом, и нераспределенная часть прибыли</u>		
<b>Общая сумма обязательств и собственного капитала</b>		



Рис. 15 Параметры менеджмента по ИКАО

1.	<b>Прибыльность имущества</b>		
	$\frac{\text{Чистая прибыль}}{\text{Общая сумма активов}}$	$\times 100$	
2.	<b>Валовая прибыль</b>		
	$\frac{\text{Прибыль от основной деятельности}}{\text{Доход от основной деятельности}}$	$\times 100$	
3.	<b>Коэффициент прибыльности</b>		
	$\frac{\text{Чистая прибыль}}{\text{Доход от основной деятельности}}$	$\times 100$	
4.	<b>Ликвидность</b>		
	$\frac{\text{Оборотные средства}}{\text{Текущие обязательства}}$	$\times 100$	
5.	<b>Отношение собственного капитала к общей сумме активов</b>		
	$\frac{\text{Собственный капитал}}{\text{Общая сумма активов}}$	$\times 100$	
6.	<b>Оборачиваемость капитала</b>		
	$\frac{\text{Доход от основной деятельности}}{\text{Общая сумма активов}}$		
7.	<b>Оборот инвестиции на парк ВС</b>		
	$\frac{\text{Доход от основной деятельности}}{\text{Затраты на приобретение ВС}}$		
8.	<b>Отношение</b>		
	$\frac{\text{Годовой износ парка ВС}}{\text{Доход от основной деятельности}}$	$\times 100$	
9.	<b>Отношение</b>		
	$\frac{\text{Суммарный износ парка ВС}}{\text{Затраты на приобретение ВС}}$	$\times 100$	
10.	<b>Производительность труда</b>		
	$\frac{\text{РТК}}{\text{Численность сотрудников}}$		
11.	<b>Фактический весовой I/F (коэффициент загрузки)</b>		
	$\frac{\text{РТК}}{\text{АТК}}$	$\times 100$	
12.	<b>ВЕР I/F</b>		
	$\frac{\text{Unit Cost}}{\text{Unit Revenue}}$	$\times 100$	
13.	<b>Unit Cost = Общая сумма расходов/АТК</b>		РТК, АТК, ВЕР, I/F: см. рис. 7.4.5
14.	<b>Unit Revenue = Общая сумма доходов / РТК</b>		

**Рис. 16 Пример логики распределения расходов при анализе прибыльности маршрута**

<b>Статьи расходов</b>	<b>Логика распределения</b>
<b>1. Проездные расходы экипажа/Зарплата</b>	<b>Налётные часы экипажа</b>
<b>2. Горюче-смазочные материалы</b>	<b>Скорость (стоимость) потребления ВС по маршруту и общее время налетов</b>
<b>3. Амортизация и страхование ВС</b>	<b>Время налета</b>
<b>4. Расходы на обучение экипажа</b>	<b>Тонн/ общее время налетов ВС (т/ч)</b>
<b>5. Затраты на обслуживание пассажиров</b>	<b>Доход на пасс. км</b>
<b>6. Затраты на обработку груза</b>	<b>Доход на грузовое тонно-км</b>
<b>7. Обслуживание ВС</b>	<b>Количество посадок</b>
<b>8. Бортовое питание</b>	<b>Доход на пасс. км</b>
<b>9. Расходы на продажу</b>	<b>Доход</b>
<b>10. Расходы на содержание головного управленческого персонала</b>	<b>Тонно-часы</b>
<b>11. Расходы на техобслуживание</b>	<b>Время налета</b>
<b>12. Зарплата механикам техобслуживания</b>	<b>Время налета</b>

Рис. 17 Пример структуры доходов и расходов в бухгалтерии авиакомпании

Группа	Потребно по классификации	Сумма	
<b>ДОХОД</b>	Пасс. доход	583,838	583,838
	Непасс. доход	168,167	
	Прочие	16,591	
	Баттаж	4,012	
	Другие	8,913	
<b>ПЕРЕМЕННЫЙ РАСХОД</b>	Переменные расходы от продажи авиабилетов	45,696	877,217
	Затраты на обслуживание пассажиров	27,750	
	Комиссионные от обработки грузов	9,950	
	Затраты на обработку грузов	530	
	Расходы на экипаж	5,549	
	Расходы на бортопринадлежностей	14,436	
	Горюче-смазочные материалы	191,156	
	Материалы для технического обслуживания	17,342	
	Неквалифицированным трудом для технического обслуживания	4,024	
	Сборы за посадку	33,056	
	Сборы на навигационные средства	18,995	
	Сбор за наземное обслуживание	34,475	
	Затраты на ИС	69,003	
	Зарплата экипажа	31,739	
	Зарплата бортопринадлежностей	31,217	
<b>ПОСТОЯННЫЙ РАСХОД</b>	Зарплата обслуживающего персонала	30,986	417,560 (А) Маргинальная прибыль
	Авиационные расходы	18,666	
	Зарплата служащих Гор.Агентства	23,832	
	Зарплата служащих Гор.Агентства	9,793	
<b>ПРОИЗВОДСТВЕННЫЙ ДОХОД НЕ ПРОИЗВОДСТВЕННЫЙ ДОХОД ОБЫЧНЫЙ ДОХОД И УБЫТОК</b>	Реклама/Продвижение продаж	11,849	285,601 (В) Первая составная прибыль
	Зарплата персоналу технического обслуживания	11,605	
	Зарплата другого персонала	55,590	
	Другие расходы	52,617	
	Непредвиденные расходы	32,482	
		164,143	202,324 (С) Вторая составная прибыль
		789,036	
		38,181	
		-15,667	
		22,514	

