

Y12 Vs H4-Otter -Six 6 Months (July to Dec 2024) Projection For Direct Routes

	Y12-F	H4-Otter
Revenue		
Total Revenue	16.210.116,00	13.113.958,00
Operating Costs		
Total Variable Costs- Maintenance	1.068.948,76	744.080,75
Total Variable Costs- Fuel	1.299.935,20	988.148,94
Total Variable Cost-Other	179.138,31	211.035,18
Total Fixed Cost-Depreciation	893.848,29	849.290,52
Total Fixed Costs-Other	578.128,92	588.312,72
Total Contingency for Maintenance	249.617,41	191.023,19
Total Operating Cost (Direct Cost)	4.269.616,90	3.571.891,30
Gross Profit/(Loss)-Contribution to overhead	11.940.499,10	9.542.066,70
Overhead costs		
Total Fixed and Variable Overhead Cost	1.825.559,18	2.118.789,01
Total Overhead Costs (Indirect Cost)	1.825.559,18	2.118.789,01
Net Profit/ (Loss)	10.114.940	7.423.278

Note:

Projection above is for six months (July -Dec 24) based on current schedule effective 06 July 2024

Projection above is for the following nine (9) direct routes:

HIR-NNB - 26 trips (July -Dec 2024)

HIR-EGM -130 trips (July -Dec 2024)

HIR-AKS -78 trips (July -Dec 2024)

HIR-VAO-52 trips (July -Dec 2024)

HIR-ATD - 26 trips (July -Dec 2024)

HIR-RNA - 26 trips (July -Dec 2024)

HIR-PRS - 26 trips (July -Dec 2024)

HIR-BNY - 26 trips (July -Dec 2024)

HIR-FRE - 26 trips (July -Dec 2024)

Total estimated flight hours 334

Projection based on full payload capacity

Projection of revenue based on average price to accommodate adult and infant airfare

Projection of aircraft depreciation based on current market price and SAL depreciate rate. 50% allocated for direct routes

Projection of fuel based flight hours and aircraft average fuel costs per hour

Projection based on the assumption there is no major aircraft maintenance and aircraft downtime

Projection based on the assumption aircraft carry full return fuel

Y12-F carry full return fuel with full pax capacity (19 out bound and 19 pax inbound)

Otter carry full return fuel with limited pax capacity depending on each routes

Y12 payload 3 tone and otter payload is 2.5 tone

Other routes for cycle trips and return trips were not included in the analysis

Y12 F Vs H4-SIC -Six 6 Months (July to Dec 2024) Projection For Direct Routes		
	Y12-F	H4-SIC
Revenue		
Total Revenue	17.315.688,00	12.651.470,00
Operating Costs		
Total Variable Costs- Maintainance	1.632.576,29	1.312.041,90
Total Variable Costs- Fuel	1.985.355,57	1.582.477,60
Total Variable Cost-Other	273.593,06	222.348,24
Total Fixed Cost-Depreciation	893.848,29	849.290,52
Total Fixed Costs-Other	882.960,53	729.468,31
Total Contingency for Maintenance	381.233,87	306.878,03
Total Operating Cost (Direct Cost)	5.668.333,75	4.695.626,57
Gross Profit/(Loss)-Contribution to overhead	11.647.354,25	7.955.843,43
Overhead costs		
Total Fixed and Variable Overhead Cost	2.788.126,76	2.869.839,50
Total Overhead Costs (Indirect Cost)	2.788.126,76	2.869.839,50
Net Profit/ (Loss)	8.859.227	5.086.004

Note:

Projection above is for six months (July -Dec 24) based on current schedule effective 06 July 2024

Projection above is for the following eight (8) direct routes:

HIR-NNB- 26 trips (July -Dec 2024)

HIR-EGM- 26 trips (July -Dec 2024)

HIR-AKS- 52 trips (July -Dec 2024)

HIR-VAO-104 trips (July -Dec 2024)

HIR-ATD- 26 trips (July -Dec 2024)

HIR-RNA- 26 trips (July -Dec 2024)

HIR-PRS- 26 trips (July -Dec 2024)

HIR-BNY- 78 trips (July -Dec 2024)

Total estimated flight hours 510

Projection based on full payload capacity

Projection of revenue based on average price to accommodate adult and infant airfare

Proejection of aircraft depreciation current market price of aircraft supplier and SAL depreciate rate

Projection of aircraft depreciation based on current market price and SAL depreciate rate. 50% allocated for direct routes

Projection based on the assumption there is no major aircraft maintenance and and aircraft downtime

Projection based on the assumption aircraft carry full return fuel

Y12-F carry full return fuel with full pax capacity (19 out bound and 19 pax inbound)

SIC carry full return fuel with limited pax capacity depending on each routes

Y12 payload 3 tone and SIC payload is 2.5 tone

Other routes for cycle trips and return trips were not included in the analysis

6.095.176,08 5.690.680,30