

DETERMINATION OF TRANSPORTATIONS PRIME COST OF AIRLINES

The article investigates the scientific and methodical aspects of perfection methods of determination of transportations prime cost of airlines taking into account the features of influence of more substantial market factors.

Keywords: costs, prime cost of transportations, flying running expenses, airport charges, charges, for the aeronavigation providing enroute.

Introduction of the problem. In the market conditions perfection of methods of determination of transportations prime cost is an objective process. Prime cost of carrying passengers, luggage, mail determines the competitiveness of airline, level of tariffs at normative profitability.

Development of market relations promotes requirement to indexes of prime cost because airlines to calculate not only a middle prime cost, but prime cost taking into account quality and consumer value of transportations for the types of air ships (AS), kinds of transportations, separate directions, air-tracks, etc..

Improvement of methods of transportations prime cost is determined also by differentiation of tariffs which take into account correlation of demand, suggestion of transportation, and also consumer qualities of transport services.

These circumstances stipulate actuality of problems methods improvement of determination of air transportation prime cost.

Analysis of the recent researches and publications. The scientific problems of improvement planning and calculation methods of cost were studied by such scientist as: A.V. Badyagin, S.P. Bugrov, V.P. Gal'kovskiy, A.V. Glichiv, N.G. Goreliv, Yu.F. Kulaev, V.I. Lebedev, V.M. Makarov, A.V.Miroshnikov, E.A. Ovruckiy, L.I. Sergeev, L.A. Yaschenko and others.

Unsolved earlier part of general issue. The analysis of the advanced studies and publications presents that the problems of improvement planning and calculation methods of transportations prime cost of a civil aviation which take into account the most substantial factors of market economy, are not enough investigational. The modern state of transition of Ukrainian airlines market relations needs subsequent strengthening of system character of research of these problems.

Raising of task (purpose of article). A research purpose is research of scientific and methodical approaches of improvement of determination and calculation of prime cost methods of air transportations of airlines.

Performance of basic material.

Planning and calculation of prime cost of air transportations needs to solve such basic tasks:

- providing of development of the scientifically grounded tariffs of air transportation;
- accordance of the national system of planning, exchange and calculation of prime cost of air transportations, to basic recommendations of international organizations of CA (IKAO and IATA) on questions of tariffs formation and presentation to these organizations statistical reporting forms.

Taking into account character and structure of production, and also recommendations of IKAO, as to presentation forms to it of financial statistical information of typical

nomenclature of the articles of calculation. Typical nomenclature of the articles of calculation of airline has such composition of charges:

- 1. Expenses dealing with realization of flights.*
- 2. Expenses dealing with technical service and repair.*
- 3. Depreciation.*
- 4. Expenses dealing with coverage of fees of clients and commuter expenses.*
- 5. Expenses dealing with maintenance of passengers (implementation of works).*
- 6. Expenses dealing with registration of tickets, sale and advertising.*
- 7. Expenses dealing with management and maintenance of production.*
- 8. Other running expenses.*

The typical expenditures of running expenses of airlines, air companies are formulated on production technological principle and allocation of expenses on basic and overhead costs, direct and indirect. They are used by airlines for the aims of costs planning, calculation of prime cost per unit of production, account of costs, on production of goods (works, services) and completing budget of expenses for production.

An airline calculates, plans and takes into account the prime cost of transportations (works) and grant of other services according to such expenditures of running expenses which enter as component parts to its typical nomenclature of expenditures:

- 1. Expenses on realization of flights, including:*
 - 1.1. Payroll bills of flightcrews members, from them:*

Payments in kind.

- 1.2. SCFMSI for crews members.*
- 1.3. Avfuel and smeared.*

1.4. Other flying expenses, including: payments on obligatory insurance of flying equipment; lease of flying equipment; preparation of flightcrews members (when depreciation is not accounted); life-insurance members of flightcrews.

- 2. Charges on technical service and repair, including:*

2.1. Payroll bills of personnel which carries out technical maintenance and repair of air ships and engines, including payments in kind.

2.2. An extra charge is on payment of labour.

2.3. Material expenses.

2.4. Other expenses.

3. Depreciation of all, including: depreciation of flying equipment; depreciation of surface equipment and property; other expenses related to tearing down and depreciation.

4. Expenses on coverage of charges from clients and airdrome charges, including: expenses, related to the system of charges for airport maintenance of landing, technical maintenance of AS, passengers and treatment of luggage, mail and luggage, placing of AS, on a platform with the grant of aeronavigation service; airdrome expenses.

5. Expenses on maintenance of passengers, including: payroll bills of air stewards, including: payments in kind; SCFMSI of air stewards; expenses for nourishment of passengers on board PC; charges, related to service of passengers on board PC; other expenses, related to maintenance of passengers.

6. Expenses on registration of tickets, sale and advertising, all, including: expenses of payroll bills of personnel, which provides registration of tickets, sale and advertising; expenses for SCFMSI; expenses for advertising; other expenses.

7. Expenses for management and maintenance of production, including: payroll bills of labour of administrative and attendant personnel, including: natural payments; an extra charge is on payment of labour; other deductions of general character.

In modern market conditions a role and value of operative analysis of running expenses and prime cost of transportations grows according with the types of AS, airroutes, by the types of transportations, categories of passengers, types of cargoes,, etc.

These circumstances need perfection of methods of determination of prime cost of transportations according with the types of AS.

At airlines such methods of calculation of transportations prime cost are used in practice:

1. On the basis of total amount of expenses and general volume of transportations.
2. On the basis of prime cost of flying hour and hour productivity of flights of air ships.
3. On the basis of prime cost of transport operations.
4. On the basis of prime cost to the kilometer per aircraft.

Each of these methods has a special purpose setting, application domain and failings (pic.1).

On the basis of total amount of Expenses and volume of transportations in the enterprises of CA a middle unit cost is determined according to plan and fact quarterly, on the whole for a year in accordance with instruction from a calculation and account of running expenses, according with the types of aviation and works of an untransport application and official reporting.

At the same time a prime cost does not settle accounts according with the types of PS and types of transportations.

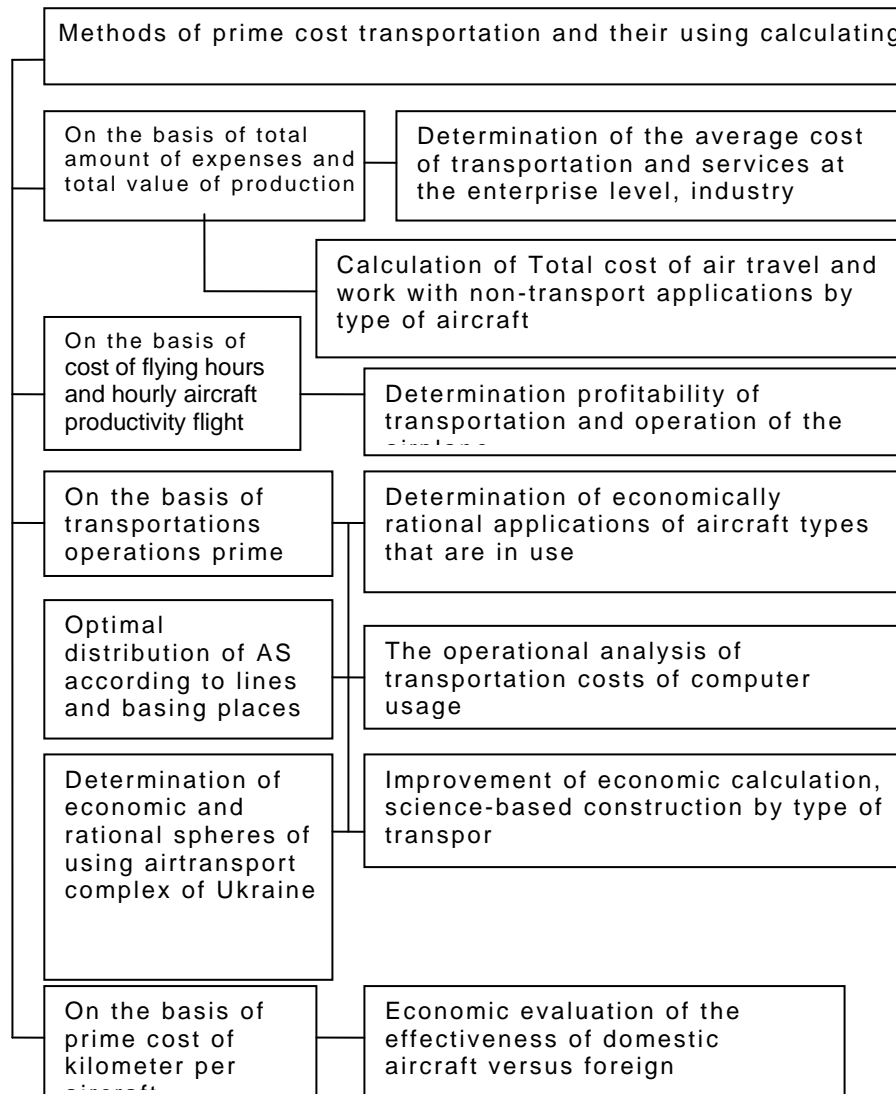
The analysis of theoretical researches of these problems having been made by shown author that more wide application the methods of determination of prime cost of transportations according with the types of PS purchased at estimations of efficiency of AS, yaks are designed and at technical and economical researches [3, 6, 7, 9, 10].

The method of calculation of prime cost of transportations on the basis of prime cost of flying hour and sentinel productivity of flights is used for determination of average prime cost of air transportations and works from an untransport application of aviation according with the types of GIS, prime cost and profitability of transportations and exploitation of AS, prime cost of air transportations, according with the types of AS at enterprises of internal production of calculation and other.

Basic advantage of this method is possibility of determination of prime cost of transportations according with the types of AS. In that time, accounting does not enable to get Expenses according with the types of AS. The row of analytical selections and calculation facilities is therefore used. However much it results in certain inaccuracies in calculations, as influence of many factors is hidden through the average of prime cost of flying hour.

The method of determination of prime cost of transportations on the basis of prime cost of transport operations is widely used at a technical and economic analysis.

This method got wide distribution on a railway and water transport and can be used in many spheres of activity of air companies, project and research organizations. An application of this method domain is wider, than to the method on the basis of prime cost of flying hour and hour productivity of flights. He is used for determination of profitability of transportations of exploitation of AS, economic rational application of types of AS, which exploitation, optimum distributing of AS, have on lines and basing places, domains. operative



Ris.1. Classification of methods of air transportations prime cost determination

to the analysis of prime cost with application of computer technique, improvement of economic calculation, correct formation of prices (tariffs), on air products, determination of economic and rational application of air transport domains in a transport complex of Ukraine but other

Conclusions. Analysis of methods of determination of prime cost of air transportations using utilized on air companiesax found out the row of failings:

- at determination of prime cost of air transportations the new economic terms of activity of air companies, basic factors of market economy, are not taken into account;

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In the article the scientifically-methodical going is *examined* near *perfection* of methods of *determination* of prime cost of *transportations* in airlines taking into account the features of influence of more substantial market factors.

Keywords: charges, prime cost of *transportations*, flying running expenses, air-port collections, collections *for* the aeronavigation *providing* enroute.

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