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Portugal Residencial Airpark

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ISCTE-IUL

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BUSINESS
SCHOOL

Department of Marketing, Operations and General Management

Portugal Residencial Airpark

One mile of highway will take you one mile forward, one mile of runway will take you everywhere

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Now all that's left is to do the Portugal Residential Airpark, I count on all of you, "Hands-on".

Abstract

This thesis is a study of the Economic and Finance viability of a Residential Airpark in Portugal. It is part of a Master's thesis in Management and it examines the legislation of Aerodromes and Airports in order to ensure that it is not just economically and financially viable but also if it complies with the Portuguese legal framework.

Residential Airparks are communities that live around aeroplanes also known as Fly-In communities. They are urbanizations in private condominiums that are served by one or more runways; the runway is connected to each house by taxiways, each owner will have his own aircraft that will park it in his residence, the houses have a hangar attached or part of the house to store the respective plane. These aeronautical communities are also usually served by other leisure activities such as Golf, Marinas or Equestrian activities.

The methodologies consist of the study of the existing legislation, benchmarking, field work, and a survey. The field work entailed visits to several Airparks in the United States and interviews with local managers, residents as well as personnel of ICAO (International Civil Aviation Organization) and colleagues; for the framework, after these steps have been implemented, a survey was distributed to several Pilots and Aeroplanes owners to measure the interests of having a house in a Residential Airpark. Finally, a real estate research was made for plots able to build the project.

The author suggestion is the PRA Portugal Residential Airpark, with 120 lots with a 1,500m central runway.

The project is economically viable, with an estimated NPV of 3.270.601,38 eur, an IRR of 5,58% for a RU of 5,20% (RF German Bond "02/08/2022"+2%) and Payback period of 18,338 years.

Keywords: Residential Airpark, General Aviation, Business Aviation, Hangar Houses, Urbanization, Airport.

JEL Classification: M21, R31, R42

Resumo

Esta tese é um estudo sobre a viabilidade económica e financeira de um Parque Aéreo Residencial em Portugal, do Mestrado em Gestão, mas também estuda a legislação dos Aeródromos e Aeroportos a fim de concluir, se não só é viável do ponto de vista económico e financeiro, mas também se está em conformidade com o quadro legal português.

Os Parques Aéreos Residenciais são comunidades que vivem em torno de aviões, também conhecidos como comunidades Fly-In. São urbanizações em condomínios privados que são servidos por uma ou mais pistas; a pista está ligada a cada casa por pistas de táxi, cada proprietário terá a sua própria aeronave que a estacionará na sua residência, as casas têm um hangar anexo ou parte da casa para guardar o respectivo avião. Estas comunidades aeronáuticas são também normalmente servidas por outras actividades de lazer, tais como golfe, marinas ou equitação.

A metodologia do Autor seguem os passos da tabela da figura 1 e consistem no estudo da legislação, trabalho de campo, para este fim o autor visitou vários parques aéreos nos Estados Unidos da América, e falou com gestores, residentes e também com colega na ICAO (Organização da Aviação Civil Internacional), a cerca do enquadramento, após esta etapa implementou um inquérito distribuído a vários pilotos e proprietários de aviões para medir o interesses de terem uma casa num Parque Residencial Aeronáutico, o passo seguinte foi a pesquisa imobiliária para terrenos capazes de construir o projecto, neste trabalho encontrará várias opções.

A sugestão do autor para o PRA Portugal Residencial Airpark, são 120 lotes com uma pista central de 1500m.

O projecto obedece a todos os indicadores económicos e financeiros VAL 3.270.601,38 eur, TIR de 5,58% tendo em conta RU de 5,20% (RF Bond Alemão em “02/08/2022”+2%) e Payback de 18,338 anos.

Palavras-Chave: Residential Airpark, Aviação Geral, Jactos Executivos, Casas Hangar, Urbanização, Aeroporto.

JEL Classification: M21, R31, R42

Contents

ACKNOWLEDGEMENTS ..... **I**

ABSTRACT ..... **II**

RESUMO ..... **III**

CONTENTS ..... **IV**

LIST OF TABLES ..... **VII**

LIST OF FIGURES ..... **VIII**

LIST OF APPENDIXES ..... **X**

GLOSSARY **11**

1. INTRODUCTION **16**

RESEARCH OBJECTIVES 17

Researcher Model Plan *18*

Methodology *18*

Document Structure *18*

2. LITERATURE REVIEW **20**

2.1. GENERAL AVIATION 20

2.2. ULTRALIGHT AVIATION 22

2.3. AIRSPACE ORGANIZATION AND CLASSIFICATION 23

2.4. ICAO 25

2.5. EASA 26

2.6. FAA 26

2.6.1. Historical Background *27*

2.6.2. Residential Airparks *27*

2.6.3. RTTF Residential through-the-fence *28*

2.7. ANAC 28

3. METHODOLOGY **30**

4. RESIDENTIAL AIRPARKS: THE PIONEERS AIRPARKS **31**

4.1. CARMEL VALLEY 31

4.2. VENDÉE AIRPARK 32

5. BENCHMARKING **33**

5.1. AMERICAN AIRPARKS 33

5.1.1. Alexandria Airfield 33
5.1.2. Falmouth Airpark 35
5.1.3. Sky Manor 37
5.2. European Residential Airparks 40
5.2.1. Siljan Air Park 40
5.2.2. Biscarossa 41
5.2.3. Portugal 45
5.2.4. Ferreira do Alentejo 48
6. RESULTS OF PILOT'S SURVEY 49
6.1. Survey Sample 49
6.2. Demographic Data 50
6.3. Economic Data 50
7. PORTUGAL AIRPARK PROJECT 52
7.1. Pestel Analysis 54
7.1.1. Political Context 54
7.1.2. Economic Context 54
7.1.3. Social Context 57
7.1.4. Technologic Context 58
7.1.5. Environmental Context 58
7.1.6. Legal Framework 58
7.1.7. PESTEL Map 61
7.2. Investment Plans 61
7.3. Hotel Cabanas 62
7.4. Club House 63
7.5. Runway 63
7.6. Lots 64
7.7. Townhouses V3 65
7.8. Villas V4 67
7.9. Compound Maintenance fee 68
7.10. Budget 69
7.10.1. Investment decision PRA 69
7.10.2. Depreciation 70
7.10.3. Income Statement 71
7.10.4. Investment in Working Capital 71
7.10.5. Cash Flow 72
7.10.6. Economic Viability Analysis 72
7.10.7. Financial Analysis 73

7.11. KPIs 74
7.12. PROPERTY OPTION 75
7.12.1. Option One Herdade da Ferraria – Sesimbra 75
7.12.2. Option Two Tomar 75
7.12.3. Option Three Pero Pinheiro 76
7.12.4. Option Four Vila Nova de Milfontes 76
7.12.5. Option Five Reguengos de Monsaraz 77
8. FINANCING THE PROJECT 78
9. CONCLUSIONS 79
BIBLIOGRAPHY 80

List of Tables

Table 1-Cascais Aerodrome General Aviation Movement 2019 to 2022 20
Table 2-European Aircraft Fleet composition by country 22
Table 3-General Aviation and Ultralight Aircrafts records 23
Table 4-Alexandria Airfield Hangar and tie-down rates 33
Table 5-POP T0 – Biscarrossa Population estimates by age range 43
Table 6-POP T0 – Parentis-en-Born Population estimates by age range 43
Table 7-France, Which income class does your family income fit in? 43
Table 8-Parentis-en-Born Main residence by occupational status 44
Table 9-Parentis-en-Born Main residence by number of rooms 45
Table 10-Parentis-en-Born Types and Categories of dwellings 45
Table 11-PRA Sales Price table 62
Table 12-Hotel Cabanas Budget 62
Table 13-Hotel Cost 63
Table 14-Employees Hotel Costs 63
Table 15-Club House Budget 63
Table 16-Runway Budget 64
Table 17-Lots infrastructures budget 65
Table 18-V3 Townhouses budget 67
Table 19-Relationship between House Size vs nºAircraft to park in the home hangar 67
Table 20-Relationship between House Size and household 67
Table 21-Villas Budget 68
Table 22-Portugal Residential Airpark Budget 69
Table 23-PRA Depreciation Map 70
Table 24-Income Statement of PRA 71
Table 25-Investment in Working Capital for PRA 71
Table 26-Cash Flow Map of PRA 72
Table 27-Payback Map of PRA 73
Table 28-Cost of Debt by Bank loan 73
Table 29-KPI's Model of evaluation 74
Table 30-Residential Trough-the-fence summary 86
Table 31-Subgrade strength category 144
Table 32-Runway Classification 146
Table 33-Aerodrome Category of RFFS 148

List of Figures

Figure 1-Research Model Plan 18
Figure 2-IAOPA 2021 Survey European Fleet Composition 21
Figure 3-IOPA 2021 Survey Constrain of Flight 22
Figure 4-FIR Lisboa and Santa Maria 24
Figure 5-Airspace Classification from UK 24
Figure 6-Portugal Airspace Restriction and Forbidden Areas 25
Figure 7-Auster CS DGG (DGAC Figure 8-DC3 Dakota DGAC/TAP 29
Figure 9-CS-DGA Dakota DC3 Musar dual Livery (TAP/DGAC) 29
Figure 10-Carmel Valley Historical Society 31
Figure 11-Byngton and Tyrie Ford Figure 12-Tyrie Ford House 31
Figure 13-Vendée Airpark Figure 14-House for sale in Vendée Airpark 32
Figure 15-Alexandria ARO Figure 16-Alexandria Hangar House 34
Figure 17-Aircraft traffic Lights for cars Figure 18-Balcony to the Runway 34
Figure 19-Falmouth Service hangar 35
Figure 20-Falmouth subdivision plan 35
Figure 21-Falmouth Rwy 35 Figure 22-Falmouth Cul-de-Sac hangar 36
Figure 23-Grass Taxiway Charlie Figure 24-Grass Taxiway Foxtrot 36
Figure 25-Falmouth hangar house Figure 26-Falmouth hangar house 37
Figure 27-Falmouth hangar house refurbishing 37
Figure 28-Kurt Hobschaidt Hangar House Figure 29-Historic Tiger Moth 38
Figure 30-Sky Manor Restaurant Figure 31-Sky Manor Restaurant terrace 38
Figure 32-Two T35 and SkyManor Figure 33-Aviation Hall of fame 38
Figure 34-Hangar looks like a Barn 39
Figure 35-Sky Manor Residence under Construction 40
Figure 36-Kräftstjärtsvängen Museum at Siljan Airpark 41
Figure 37-Siljan Airpark taxiway to the house, and Winter Cabana in the back 41
Figure 38-LAC Plant and Rwys diagram 42
Figure 39-LAC 42
Figure 40-Average net Hourly Wage in Parentis-en-Born 44
Figure 41-Portugal, Which income class does your family income fit in? 44
Figure 42-Nogaro Airpark Figure 43-Nogaro Airpark Project 2006 45
Figure 44-Spain Airpark Figure 45-Spain Airpark Project 46
Figure 46- Aerodromes and UL Airfields Portugal 47
Figure 47-LPFA Hangar Figure 48-Monte Avioa Swimming Pool 48

Figure 49-Monte Avioa Palm tree yard 48
Figure 50-Qualtrics Quality Results 49
Figure 51-Demographic data by Gen Figure 52-Demographic data by Nationality 50
Figure 53-Portugal Airpark Project Blueprint 53
Figure 54-PRA Portugal Residencial Airpark 53
Figure 55-Portuguese GDP 2022 by Bank of Portugal 55
Figure 56-Recession Banco Big Webinar 56
Figure 57-Government Compensatory measures GDP limitation 56
Figure 58-Central Bank Policy vs Government Policy 57
Figure 59-Real estate Market 2022 57
Figure 60-Pestel Map 61
Figure 61-Mosaic of some Aircraft owned by survey respondents 64
Figure 62-Size of the preferred house according with respondents of the survey 65
Figure 63-Townhouse photomontage 66
Figure 64-Townhouse project 66
Figure 65-Compound Maintenance fee 68
Figure 66-Data for the Economic and Finance Viability of the PRA 70
Figure 67-Portugal Airpark option One 75
Figure 68-Portugal Airpark Tomar Option Two 75
Figure 69-Portugal Airpark Plot Near Belas Club Campo Option Three 76
Figure 70-Portugal Airpark Herdade Vila Nova de Milfontes Option Four 76
Figure 71-Portugal Airpark Alqueva plot Option Five 77
Figure 72-Sample Layout of RA with RTTF rules 85
Figure 73-Aerodrome Reference Code 143
Figure 74-Obstacle Limitation Surfaces 145
Figure 75-Inner approach, inner transitional vs balked landing obstacle lim surfaces .. 146
Figure 76-Obstacle Limitation Surfaces 147
Figure 77-Aeroplane Classification by Airport Category 149
Figure 78-Colour code Document Structure 151
Figure 79- Townhouse Cul-de-Sac 249
Figure 80-Hotel Cabanas Aeroplane Drive-In 250
Figure 81-PRA Aerial Implementation 250
Figure 82-Townhouse project A and B template 251
Figure 83-Townhouse Cul-de-Sac Project 252
Figure 84-PRA South Airpark blueprint 252
Figure 85-Hotel Cabanas project 253
Figure 86-Hotel Cabanas Detail Project 253

List of Appendixes

Appendix A-Alentejo Airpark 82
Appendix B-FAA 83
Appendix C-Spruce Creek Real Estate Listing 87
Appendix D-European Airparks Status 90
Appendix E-European Airparks Status 91
Appendix F-Aircraft Registration in Europa 141
Appendix G-Annex 14 142
Appendix H-EASA 150
Appendix I-Cascais Airport Operator Certificate 152
Appendix J-Portugal General Aviation Airfield List 154
Appendix K-Portugal General Aviation Airfield List 162
Appendix L-Falmouth Airpark 169
Appendix M-Falmouth Airpark Real Estate Listing 171
Appendix N-– Siljan Airpark 172
Appendix O-Quinta Ferreira do Alentejo e Canhestros 176
Appendix P-Ferreira do Alentejo LPFA 178
Appendix Q-Pilot Survey 184
Appendix R-PRA Portugal Residencial Airpark Architecture Project 249
Appendix S-Investment Plan Timetable 254
Appendix T-Economic and Financial Analysis 256
Appendix U-PRA Budget 262

Glossary

Access - An access point for taxiing aircraft across the airport boundary; or the right of the owner of a particular off-airport residential property to use an airport access point to taxi an aircraft between the airport and that property.

ACN - Aircraft classification number, a number expressing the relative effect of an aircraft on a pavement for a specified standard subgrade category.

AIP - Aeronautical Information Publications The AIP contains details of regulations, procedures and other information pertinent to the operation of aircraft in the particular country to which it relates.

Airport Property - All real property identified on the airport.

ANAC - Agência Nacional de Aviação Civil is the national regulatory agency whose responsibility is to regulate and supervise civil aviation activity in Portugal.

Anexo 14 - Annex to the Chicago Convention Governing the Construction and Operation of Airfields.

AOC - Airline Operator Certificate, it´s the certificate that allows an Air Liner Company to operate in the Transport of air Passengers market, it is issue by the local CAA

APAU - Associação Portuguesa de Aviação Ultraligeira (Portuguese Association of Ultralight Aviation)

ARO- Air traffic services reporting office

BP - Bank of Portugal

Bush Pilot - These are aircraft pilots who operate in remote areas, usually in unprepared runways, areas such as Alaska (with the largest community of Bush Pilots) or the Amazon, where natural isolation means that the most efficient means of transport is by air.

CAA – Civil Aviation Authorities are the national regulators' agencies for civil aviation.

CAMO- Continuing Airworthiness Management Organization, is Aeroplane maintenance organization

CFIT - Control Flight into terrain is type of aviation accident when the aircraft is in perfect flight condition but the Pilot usual due to the loss of situation awareness, flies the aircraft into the terrain.

Chicago Convention - The Convention on International Civil Aviation, drafted in 1944 by 54 nations, was established to promote cooperation and "create and preserve friendship and understanding among the nations and peoples of the world." Known more commonly today as the 'Chicago Convention', this landmark agreement established the core principles permitting international transport by air and led to the creation of the specialized agency which has overseen it ever since – the International Civil Aviation Organization (ICAO).

Class G Airspace - Uncontrolled Airspace.

DOT - Department of transportation, US Transportation Department

EASA - European Aviation Safety Agency, is the European Aviation Authority that supervises and regulates all subjects and regulation for the European Civil Aviation sector

EBIT - Earnings Before Interest and tax

EBITDA - Earnings Before Interest Tax Depreciation and Amortization

EBIT (1-T) - is EBIT after corporate Tax (net operating income)

ETS - Emission Trade Scheme, EU program to reduce and trade Emission quota.

EU - The European

FAA - Federal Aviation Agency, is the US Civil Aviation Authority and supervises all civilian subjects regarding US aviation.

FDO - Flight Dispatch Office, it's an office that deal with flight planes and in general aeronautic information.

FIR - Flight Information region, it a large Airspace control and explored by a country.

FIS - Flight information Services, do not proved traffic separation but provide general information and SAR.

Fly Green - Flight operation model program by airbus to fly in a more fuel efficient and environmentally friendly manner.

GA- is defined by the ICAO as all civil aviation aircraft operations apart from commercial air transport or aerial work.

Golden Visa - It is a residence permit for investment activity granted to nationals of states that are not part of the European Union, granted by means of investment, business or real estate, in Portuguese territory.

GDP - Gross domestic product.

GHG - Greenhouse gases

GND - Ground Control Area of Aerodrome Tower, usual responsible for separation on taxiways and aprons located in Europe.

IAOPA - The International Council of Aircraft Owner and Pilot.

IAP - Instrument Approach Procedure, it is an IFR procedure for final approach to an airfield.

ICAO - International Civil Aviation Organization, is the major international regulator for civil aviation operates under the ONU umbrella.

INE - Instituto Nacional de Estatísticas, Portuguese National Statistics Institute

JAA - Join Aviation Authorities was a join of several European CAA.

LPFA - ICAO Identify for Ferreira do Alentejo Airfield

LPPC - ICAO Identify for Portugal Continental FIR

LPPO - ICAO Identify for Santa Maria Oceanic FIR

MEP- Multi Engine Piston, Is an aeroplane with more than one engine, usual twin engine piston.

MTOW – The maximum take-off weight (MTOW) or maximum gross take-off weight (MGTOW) or maximum take-off mass (MTOM) of an aircraft is the maximum weight at which the pilot is allowed to attempt to take off, due to structural or other limits according with Aircraft Flight Manual.

PCN - Pavement classification number, a number expressing the bearing strength of a pavement for unrestricted operations.

PRA - Portugal Residential Airpark, project in study in this thesis

Prohibited airspace - Refers to an area (volume) of airspace within which flight of aircraft is not allowed, usually due to security concerns. It is one of many types of special use airspace designations and is depicted on aeronautical charts with the letter "P" followed by a serial number. It differs from restricted airspace in that entry is typically forbidden at all times from all aircraft and is not subject to clearance from ATC or the airspace's controlling body.

RA - Residential Airpark

Residential Property - A piece of real property used for single- or multi-family dwellings, duplexes, apartments, primary or secondary residences even when co-located with a hangar, aeronautical facility, or business; hangars that incorporate living quarters for permanent or long-term use; and time-share hangars with living quarters for variable occupancy of any term.

Restricted airspace - Is an area of airspace typically used by the military in which the local controlling authorities have determined that air traffic must be restricted or prohibited for safety or security concerns. It is one of many types of special use airspace designations and is depicted on aeronautical charts with the letter "R" followed by a serial number.

RFFS - Rescue Fire Fighting Service, is rescue service provide inside or in the vicinity of an airport and is classified from 1 to 10 depending on critical aircraft operating in the respective Airfield.

RNAV - Area Navigation it is also used for approach RNAV GPS, based on GPS position.

RTTF - Through-the-Fence Operations. Through-the-fence operations are those activities permitted by an airport sponsor through an agreement that permits access to the public landing area by independent entities or operators offering an aeronautical activity or to owners of aircraft based on land adjacent to, but not a part of, the airport property. The obligation to make an airport available for the use and benefit of the public does not impose any requirement for the airport sponsor to permit ground access by aircraft from adjacent property.

RWY - Runway a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

SAF - Sustainable Aviation Fuel.

SAR - Search and Rescue Services is an obligation from the contract state that explores a FIR or FIS.

SEP - Single engine Piston.

Taxiways - A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.

TSA - Transport Security Agency, Is the US Federal Agency to control access to Airport Airside

TWA - Trans World Airline, US historic Airline bought by the iconic Howard Hughes, that close operations after 911.

TWR - Control Aerodrome Area Tower, usually responsible by the separations on final and landing and departing of aircrafts.

US - United States of America

U/s – Unserviceable is not ready or able to be used; not serviceable.

VFR - The symbol used to designate the visual flight rules.

VOR - VHF Omni Range, is a Radio Navigation aid, that permits a Pilot to navigate Radial from or to the station.

VOR APP- VOR Approach, is an instrument approach, used when visual conditions are not possible, but is not a precision approach, are used in secondary airports.

VLJ - Very Light Jet is a category of Jet Aircraft that are very light usual less than 4530 kg (10000 lb), usual operated by a single pilot with approximately capacity for 4 to 8 people.

WIP - Work in process or work in progress, is inventory that has begun the manufacturing process and is no longer included in raw materials inventory but is not yet a completed product (Something under construction not finished, in aviation usual an area, apron or taxiway close do to being under construction).

1. Introduction

The main objective of this work is to verify the economic viability of developing a Residential Airpark in Portugal, analysing the various aspects that a pioneer project of this nature implies. The study focuses on the primary, secondary housing and tourism sector in locations with the highest potential for success, considering the constraints, particularly regarding the use of restricted flying airspace, prohibited areas or areas with an orography that does not allow a safe operation of the aircraft. It will also consider the necessary requirements to certify an airstrip taking into consideration the freedom of the Air enshrined in the 1940 Chicago Convention that fostered the creation of ICAO and its respective Annexes, namely Annex 14 which provide guidelines for the runway construction.

Although the EU Aviation Safety Agency (EASA) and even ICAO do not have their own specific legislation for Airparks, it does not prohibit the construction of Airparks in its territory. France is one of the countries with most Airparks in Europe and although there are no Airparks in operation in Portugal there is a project under development in São Teotónio that will be the subject of further study in this thesis in Appendix A – Alentejo Airpark.

The United States is the country with the largest number of Airparks. It currently has 757 registered Airparks and relies on the FAA's specific rules for Airparks which basically model the RTTF (Residence throw-the-Fence) (Appendix B – FAA Sample of RTTF). The largest one is Spruce Creek in the state of Florida with 5,000 residents, 1,300 houses and 700 aircraft and hangers, served by the tracks 06/24 and with about 12 km of taxiways. The sale price for houses at this Airpark range from $200,000 - $2,000,000 (see Appendix C).

The author is a Senior Airline Transport Pilot, operating an Airbus A320F on African, European, North and South American routes and in the North and South Atlantic. He began his aeronautical career in 1990 at the Portuguese Air Force Academy where he spent 2 years and finished his basic pilot training in civilian schools obtaining a degree in Aeronautical Sciences and Air Transport Operations. He joined TAP Air Portugal in 2001 where he remains to date. He is a Managing Partner of Patamar 4U, Lda., which operates in the following 4 areas: Aviation, Professional Training, Real Estate Investments and Tourism. He keeps the SEP (Single Engine Piston) license and FAA Foreign Pilot License valid and approaches the subject of RA in the final thesis of his master's degree in applied management because he sees RA as a business opportunity in Portugal.

Portugal has an average of 290 days of sunshine per year, is relatively flat with mostly G class airspace and has been chosen by international schools of basic piloting in the past exactly for the magnificent flying conditions. Portugal's current policy intended to lure foreign investment through real estate (Golden Visas) has netted €6,284,311,472.72 of which

€5,652,613,016.24 have been made in the real estate market since 2012. This has benefited 10.636 investors and their families, giving the investor the right to a Portuguese passport with access to 185 countries without the need of an entry visa. Portugal belongs to a restricted group of the 5 best passports in the world. Portugal also attracts many retired European citizens because its reduced Personal Income Tax rate on foreign pensions. In 2021, there were 698,536 foreign citizens living in Portugal and in 2022, in the Lisbon region alone, there were 3115 North Americans and 11638 French citizens, two countries with strong tradition in RA (for Europa RA List, see Appendix D – European Airparks Status and for the World Airpark List, see Appendix E – World Airpark List.

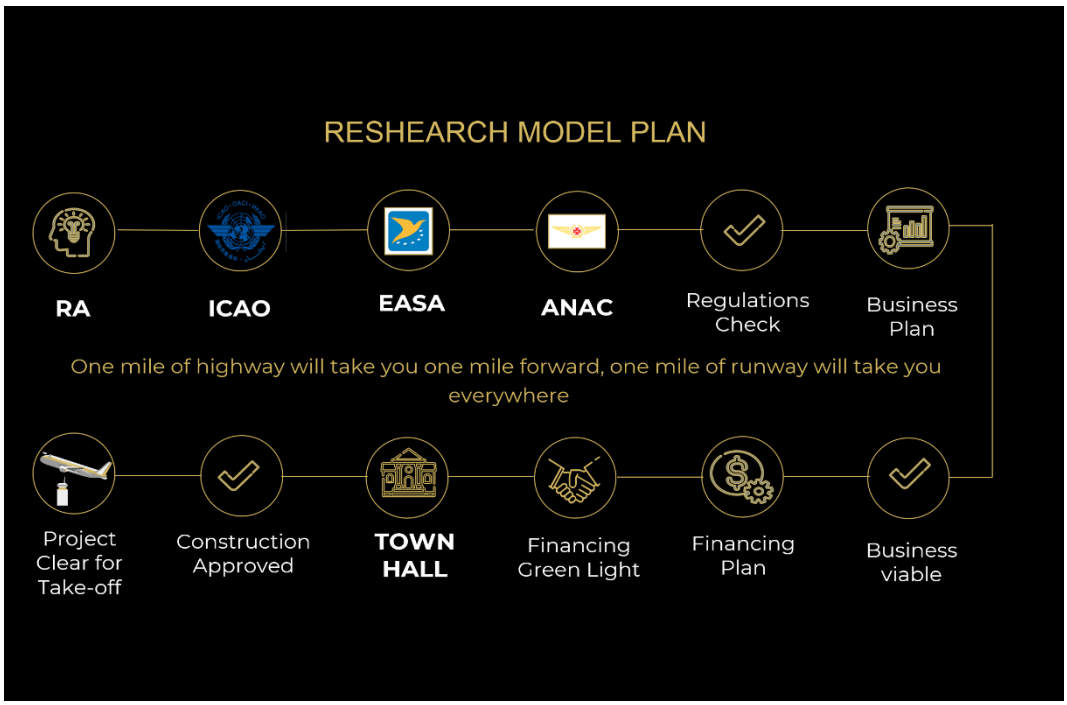
In Europe there are about 1,450 GA aircraft registered and according to a survey conducted in 2020 by the International Council of Aircraft Owner and Pilot Associations (IAOPA) (Appendix F.- Aircraft Registration) in Europa, only 1% of them are jets and as for the type of flight, 38% are A to B non-commercial and 15% are local leisure flights. A total of 1858 flight hours were carried out in 2019 and 1631 hours in 2020 in the US. At a state level, it represented 19% of the Hawaiian economy and 0.5% of the GDP of Delaware in 2019, General Aviation (GA) contributes with about 5.1% to US GDP for a total of 150 billion USD and employs 7.6 million people in the USA. It is a market niche, and it is important to understand its ability to generate added value in the Portuguese economy.

Research objectives

The author's primary objective with this study is to verify the economic and financial viability of building an RA in Portugal. However, a study of this nature may not rely on market analyses and financial statements alone. It needs, in addition to reconciling the coexistence of people, aircraft and houses which may seem to many as incompatible from the outset, to find an appropriate place to install an airfield, an urbanization in gated community. For this purpose, this thesis will analyse the primary international legislation under the aegis of ICAO Annex 14, Appendix-G, (Doc 9157), Doc 9184, EASA Easy Access Rules for Aerodromes Appendix-H (Regulation (EU) No 139/2014), with the common rules for the EU and national legislation that is regulated by ANAC, followed by the business plan and financing project, licensing and finally the laying of the first stone, as shown in Figure 1 below.

Researcher Model Plan

Figure 1-Reshearch Model Plan



Source: Author

Methodology

This project started with an idea. After many hours studying the large set of documents available in several aviation organizations: the ICAO, which is the umbrella of all aviation legislation, EASA, the European Union Aviation Safety Agency and finally ANAC is the Portuguese CAA. The author then learned about the market and for this part of the work, he visited several airparks in the USA and interviewed the managers, users, residents and even a RA builder. With that knowledge and with the notions of the best practices around (by doing a benchmarking), the author created a survey and distributed it to those who may have some interest in having a house in a RA. The final part was to build a business plan and check the financial and economic viability of the project.

Document Structure

The Document is divided in 9 Chapters. Chapter One is the introduction and will focus on preliminary goals of the study and some metrics, Chapter Two presents the literature review, with some historic notes of the principal major players in aviation, Chapter Three presents the methodology, Chapter Four is about the pioneers RA, Chapter Five shows the benchmarking

and case studies, Chapter Six presents the survey results, Chapter Seven is about the PRA Portugal Residential Airpark project and Business plan, Chapter Eight is about how to finance the project and finally the Chapter Nine presents the conclusion.

2. Literature Review

2.1. General Aviation

General Aviation is a generic term to identify all aircraft that are not part of the Air transport passenger service. This group also includes what is commonly called as Executive Jets or Light Aircraft. One of the world's major operators of Business aviation is Netjet, headquartered in Oeiras, and operating under a Portuguese AOC. Netjet was a pioneer on Fractional ownership of the Aircraft. For some clients owning a Business Jet is an expensive proposition, therefore, Netjet encourages the division of ownership by several clients where each owner is entitled to fly a previously agreed number of hours in a particular aircraft.

The Majority of the Netjet Fleet is parked in Geneva, but there has been a continuous grow of traffic in Portugal in the last few years. Cascais Dinamica the owner of Cascais's Airport (see Cascais Airport Certificate in Appendix I – Cascais Airport Operator Certificate) reported in its 2022 annual report showed an 82% increase in the total number of movements (landings and take-offs) in the first half of 2022. That clearly demonstrates the growth of the Business Jet GA subsector.

Table 1-Cascais Aerodrome General Aviation Movement 2019 to 2022

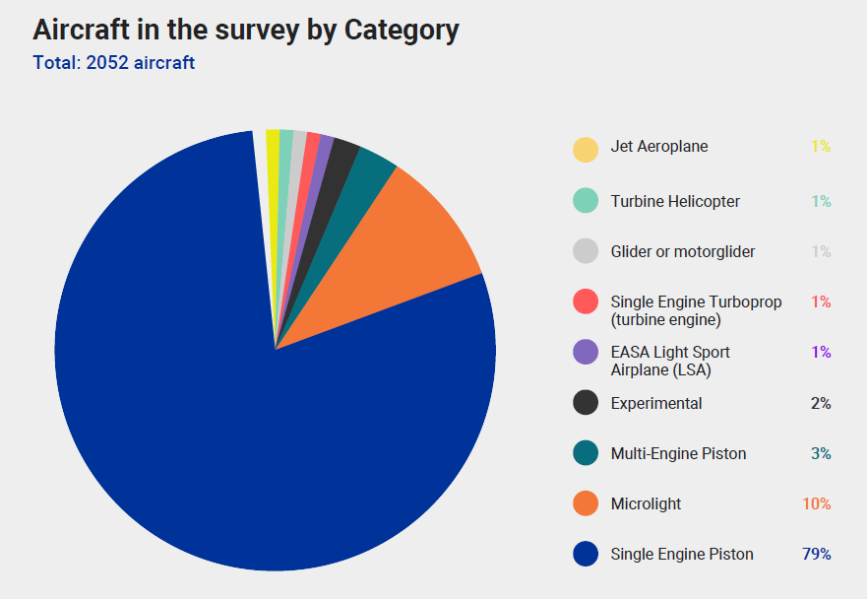
Year	Movements	%
1º half year 2019	753	
1º half year 2020	450	-40%
1º half year 2021	887	18%
1º half year 2022	1370	82%

Source: Cascais Dinamica (2021)

Notwithstanding the growth seen of business aviation, the European general aviation fleet is composed of just 2052 Aircraft (Figure 2), 79% of which, are Light Aircraft, 10% are microlight Aircraft and only 1% is Business Jet Aircraft. None of the RA studied by the author has the capacity to receive Business aviation which require a category 2C airport (see Appendix G Aerodrome reference code for further details). In the US, only Spruce Creek (Appendix C – Spruce Creek Real Estate) and Jabolair Airpark have the capacity to receive Business jets. As we would see further ahead, bigger aircraft require bigger airports, longer runways and firefighters with greater capacity (see Table 32 Appendix G – Annex 14 Rescue and firefighting).

In Portugal, due to the Portuguese tax law and imposed restrictions concerning maintenance compliance, most of the General Aviation is devoted to flying schools and some air clubs, this category aeroplanes operate in Aerodromes (see a list of Portugal General Aviation Airfield in Appendix - J). A few are allocated for leisure and those that fly for pleasure have moved to ultralight aviation that will be better described in the next paragraph, and we observed a continuing rise in Ultralight Aviation Airfield (check Appendix K for a list and data).

Figure 2-IAOPA 2021 Survey European Fleet Composition



Source: IAOPA (2021)

Although the markets with bigger fleets are Germany, UK and Denmark, the RA market is strongest in France, Finland and Sweden. The following table shows the distribution of aircraft registered or based in foreign different countries. which has been a rise since the early 2000. This is primarily due to less restrictive rules or lower tax on general aviation in those countries. In Portugal, there are less and less aircraft with Portuguese registration mostly due to Government policies.

Table 2-European Aircraft Fleet composition by country

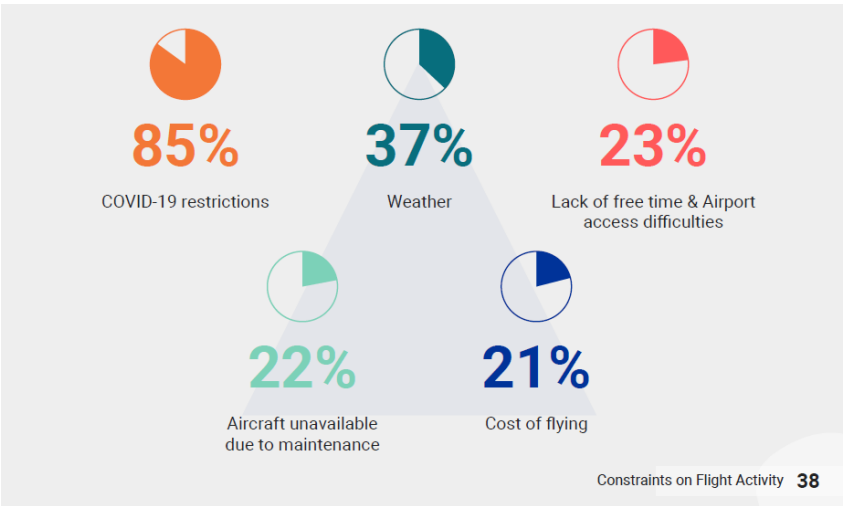
	Total SEP/MEP/SET	Foreign Registered (ALL)	
Base location	**Number of A/C**	**Number of A/C**	**Percentage**
Austria	18	4	22%
Belgium	19	7	37%
Denmark	198	16	8%
France	135	32	24%
Germany	691	262	38%
Ireland	15	3	20%
Italy	17	1	6%
Luxembourg	13	1	8%
Netherlands	42	8	19%
Spain	38	8	21%
Switzerland	33	8	24%
United Kingdom	231	29	13%

TOTAL: 1.450 aircraft
excluded all countries with less than 10 SEP/MEP/SET aircraft

Source: IOPA (2021)

In the survey conducted by IOPA (2021), pilots were asked about the biggest constraints to flying in 2020. Sure enough, the major reason was Covid-19 but the second constraint with 37% (figure 3) of the votes was the weather. This is important because general aviation is strongly impacted by the weather particularly Northern and Central Europe. In Portugal however, with average 300 days of sun per year is right place to Fly.

Figure 3-IOPA 2021 Survey Constrain of Flight



Source: IOPA (2021)

2.2. **Ultralight Aviation**

Decree-Law no 238/2004, of 18 December, defines Ultralight Aircraft (UL) as an aeroplane with maximum take-off 450 Kg and not able to carry more than 2 persons.

Nowadays modern ultralight aircrafts are faster, more affordable, and cheaper to operate than a general aviation aircraft. Some may even be purchased as a kit and build at home. This market segment has seen a lot of growth in the past 2 decades. In 1997 of a total of 574 GA aircraft registered, only 175 were UL. In 2010, 400 were UL from a total of 626 (table 3), and this trend is likely to continue.

Table 3-General Aviation and Ultralight Aircrafts records

General Aviation and Ultralight Aircrafts records

Aircraft Type	Number of Aircrafts 2010	1997	1998	1999	2000	2001	Aircraft MTOW
Aerial Work	84	331	335	337	336	353	Aircraft MTOW < 2750kg
Experimental	27	68	78	90	105	112	Aircraft MTOW > 2750kg
Helicopters	87						
Ultralight Aircrafts	400	175	193	217	237	253	Ultralight Aircrafts
Gliders	27						
Balloons	47						
Auto Gyro	1						

Source: Based on AOPA Portugal Website

2.3. **Airspace Organization and Classification**

The Airspace Organization and Classification is defined in Annex 11: Air Traffic Services, Chapter 2, Section 2.6 of the Chicago Convention but they are under the scope of the Freedoms of Flight the first five are consider the major because wore recognize by international treaty.

The importance of the Freedoms of Flight is that the contracted states recognise the international right of freedom of flight which grants to anyone the capacity of international flights.

In the perspective of the RA this is very important because anyone can fly regardless of the origin to the RA and stay there as international citizen.

In terms of airspace, the Flight information Region (FIR), are the largest areas and usually restricted to the Country boundaries. Some countries have more than one FIR, e.g., Portugal has two FIR LPPC and LPPO, namely the Portugal Continental Information Region and Santa Maria Oceanic Information Region, Portugal Airspace is 63 times bigger than the continental territory (Figure 4).

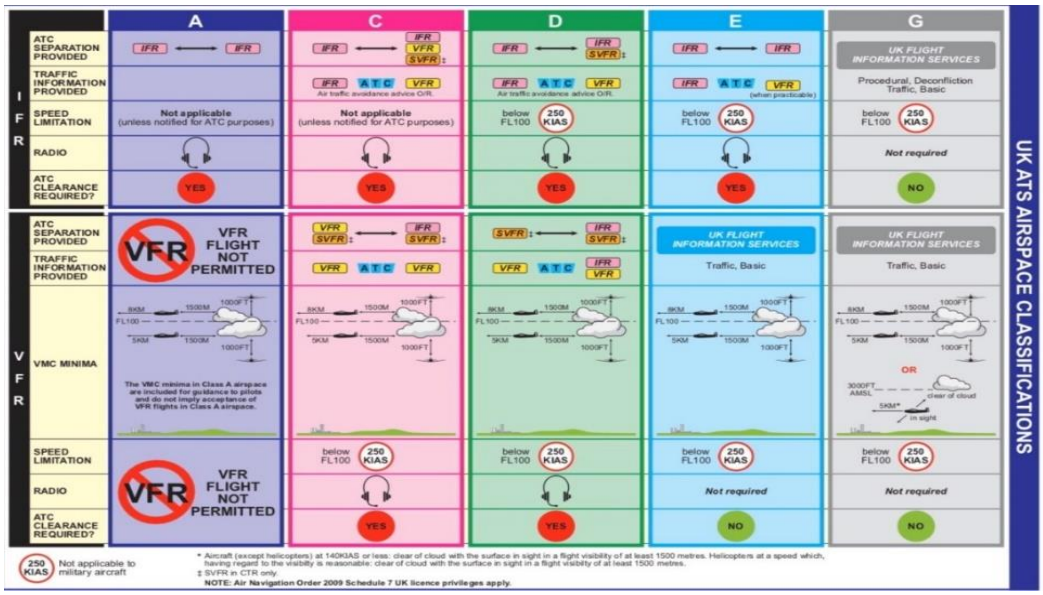
Figure 4-FIR Lisboa and Santa Maria



(source https://www.nav.pt/nav)

Inside of the FIR we may have the Flight information Services (FIS), some only provide traffic information. There are 6 Airspace Classification from A, B, C,D,E and G.

Figure 5-Airspace Classification from UK

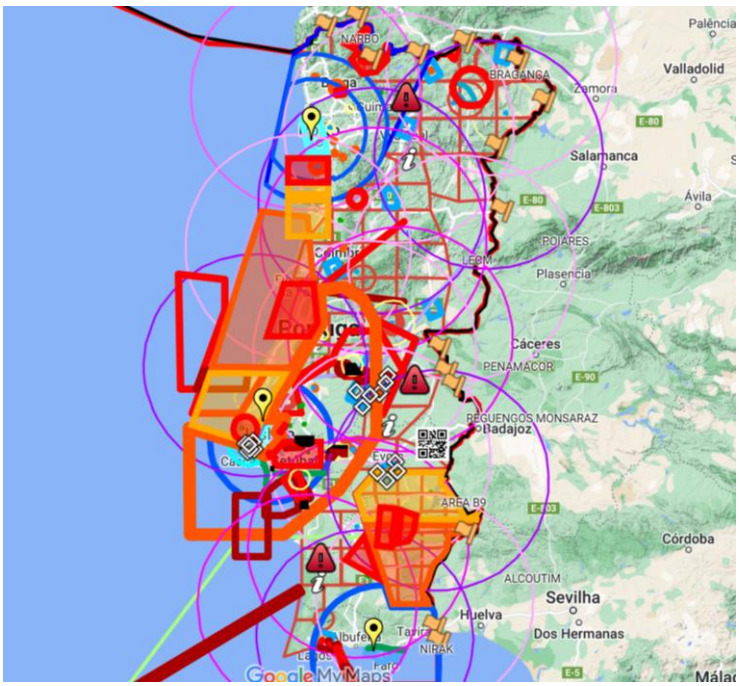


(Source image from google.)

From A to E (F is no longer used in the majority of FIRs, there is none in EU), is Control Airspace, where we need to fill a Flight Plan, G is non control airspace, where anyone can fly without previous clearance or authorization. Inside of the control airspace (A to E) we also have special areas like: R – Restricted Airspace and P – Prohibited Airspace. Usually, R Airspace are used for Military Control and P is because this area is dangerous for aviation, in Portugal we have P2 which is area near Costa da Caparica and is forbidden because there is a military ammunition depot, and no one shall fly bellow 2000 ft.

The location of the RA must take into consideration of the Airspace surrounding classification to ensure that it is not an obstacle for the GA operation.

Figure 6-Portugal Airspace Restriction and Forbidden Areas



Source: Google Maps created by cavok.pt

2.4. **ICAO**

From the point of view of Airpark construction, the most relevant document under the aegis of ICAO is Annex 14, Aerodrome Design Manual (Doc 9157), Airport Planning Manual (Doc 9184), Manual on Certification of Aerodromes (Doc 9774).

The need to harmonize aviation with common rules and practices led to the adoption by ICAO Council in 1951 of Annex 14 of the Chicago Convention practices when, for the first time, common rules and recommended practices for the construction and operation of aerodromes was born. This was the root document for everything related to Airfield and Airports.

Annex 14 of The Chicago Convention Regulates the details of Aerodrome operation and construction, so it is paramount importance to the acknowledge of RA construction we can find more details regarding Annex 14 in the Appendix S, all that is related Pavement Classification, RFFS Rescue Firefighting Service is in this appendix.

2.5. **EASA**

The **European Aviation Safety Agency** is responsible for promoting the highest standards of safety and environmental protection in civil aviation throughout the European Union. The Agency develops common safety and environmental rules at the European level and monitors the implementation of these standards through inspections in Member States. Additionally, the Agency is responsible for safety and environmental type-certification of aircraft, engines, and parts; approval of aircraft design organisations; authorization of third-country operators; and coordination of the European Community programme SAFA regarding the safety of foreign aircraft.

In Appendix H – EASA we can find all the rules and means of implementation guidelines from ICAO umbrella into the EASA rulemaking, regulation structure, and the Easy access Rules for Aerodromes.

Portugal, as well as other European countries and other countries worldwide, began by being members of the ICAO to operate strictly and in a simplified way under the ICAO rules, for example in the preparation and issuing of flight permits commonly known has Brevet. In Portugal, the organism in charge of aviation was the *DGAC - Direcção Geral da Aviação Civil*, with the increasing integration in the European project is currently known as CAA Civil Aviation Authorities, started to have the need to implement common rules and procedures. The JAA Joint Aviation Authorities, which was created in 1970 to regulate the future European Aeronautical manufacturer and world leader, Airbus, morphed into the European standards regulator. The Author had ICAO license as well as later JAA license and today under the aegis of EASA European licence, giving origin to JAA and the JARs, the JAA was a union of national authorities, but legally limited because it did not have the legislative power of a sovereign body, EASA evolved into EASA which was created on 15 June 2002, reached its full extent in 2008 and the JAA was closed in 2009. EASA is based in Cologne and its basic document is EU 1139/2008 of the European Council.

For further detail in EASA's rules and regulations with a direct impact in the construction of a RA please see Appendix H – EASA.

2.6. **FAA**

The mission of the **Federal Aviation Administration** is to provide the safest, most efficient aerospace system in the world. The FAA strives to reach the next level of safety and efficiency and to demonstrate global leadership in how they safely integrate new users and technologies into the aviation system. The FAA is accountable to the American public and their aviation stakeholders. The values of the FAA are safety, excellence, integrity, people, and innovation.

2.6.1. **Historical Background**

The Aviation industry leaders believed that the government needed to take action in order to improve safety standards in order for the Aeroplan to reach its full commercial potential. As a result, the Air Commerce Act was passed in 1926, which charged the Secretary of Commerce with various responsibilities related to aviation. In 1934, the Aeronautics Branch was renamed the Bureau of Air Commerce to reflect the growing importance of aviation. The Bureau encouraged a group of airlines to establish the first air traffic control centers in 1936. However, a number of high-profile accidents called the department's oversight responsibilities into question. As a result, the Civil Aeronautics Act was passed in 1938, which established the independent Civil Aeronautics Authority with a three-member Air Safety Board. The legislation also expanded the government's role in civil aviation by giving the CAA power to regulate airline fares and determine the routes individual carriers served. In 1940, the CAA was split into two agencies - the Civil Aeronautics Administration and the Civil Aeronautics Board. When America entered World War II, many planes were converted to military use - their original purpose. However, it was not until after the war that they gained recognition as a public service. During this time there was an increase in population and demand for travel, forcing airlines to use new models of planes to accommodate these needs. Faster airplanes allowed airlines the ability to fly longer distances which opened up more opportunities for people living all across the country who wanted or needed to travel long distances quickly. Despite these advances during this time period, there remained high fatalities due to airplane crashes due with small spacing between flying routes - making passenger safety low priority amongst others who were not affected by it quite as much or did not take notice.

It would take years before anything would change and it would not be until after three major plane crashes when something finally got done about improving safety regulations for passengers' airplanes, and the FAA was created.

2.6.2. **Residential Airparks**

The US is the country in the world with most RA, specifically, 757 RAs. Spruce Creek is the largest with 1,300 families and a 700 aircraft capacity. As we have seen, given the fact that

RAs have been wildely accepted by American citizens, the FAA felt the need to legislate and rule its use. The US is the only country with specific regulations for RAs.

2.6.3. **RTTF Residential through-the-fence**

Allows landlords with hangars or garage capable of storing aircrafts and those near an airport, to pass through the fence and use the runway to take-off and land. On 14 February 2012, the FAA modernised and reformed this act and signed as law, P.L. 112-95 section 136, later updated through the law P.L.115-254 section 185. These are the major guidelines of RA nowadays.

For some examples on the FAA legislation or models to implement the FAA RTTF see Appendix B – FAA.

2.7. **ANAC**

The Portuguese Civil Aviation Authority (Portuguese acronym ANAC) is the national authority in matters of civil aviation.

ANAC performs the regulatory functions, inspection and supervision of the civil aviation sector and is governed in accordance with the provisions of international and European law, the Framework Law on Regulatory Authorities, these statutes and other applicable sectoral legislation. The mission of ANAC is “to promote the safe, efficient and sustained development of civil aviation activities through regulation, certification, licensing and enforcement

ANAC was indirectly created by the hands of General Humberto Delgado, who established the SAC (*Secretariado da Aviação Civil*) in 1944, thus separating the civil and military branch. In 1946, the aerodromes and runways that were separated and integrated in the same organism and the *Direcção Geral da Aeronáutica Civil* (DGAC) was born. In 1944, Gen. Humberto Delgado created TAP - *Transportes Aéreos Portugueses*, with the acquisition of two DC-3 Dakota, today we can still see in the Air Museum in Sintra a DC-3 with the livery of TAP and the DGAC, the DGAC had a fleet of several Auster D-5 some ceded to the Portuguese Youth or the aeroclubs to promote the training of pilots in Portugal, part of this fleet is today stored in Alpriate.

In 1998 the DGAC became INAC, National Institute of Civil Aviation, an independent body and later became ANAC, the Portuguese Civil Aviation Authority.

Figure 7-Auster CS DGG (DGAC



Source: Author during the visit at ANAC historic warehouse in Alpriate

Figure 8-DC3 Dakota DGAC/TAP



Source: Vintage Aero Club Group of Volunteers during restauration, photo credits VAC

Figure 9-CS-DGA Dakota DC3 Musar dual Livery (TAP/DGAC)



(Source: Photo Credits to VAC)

It is the responsibility of ANAC to regulate aerodromes. This includes inspecting, certifying, approving, and cooperating in all matters relating to aerodromes (including airports and heliports), operational procedures and systems associated with them, inspecting and approving runways usable by ultralight aircraft, cooperating in studies on airport coverage, cooperating in the preparation of regulations on aerodromes and runways usable for ultralight aircraft, intervening in development of general plans/master plans/easement plans/environmental protection plans concerning aeronautical infrastructures and use of airspace around aerodrome zones. They are also responsible for ensuring that quality aviation data about how an aerodrome can be found through aerial navigation maps or other types of communication databases.

3. Methodology

The author started with a literature review, a check of the required legislation in Portugal as well as the rest of the world and an examination of the best market practices by visiting several Airparks and conducting interviews with RA managers and residents.

During September it was possible to visit the Skymanor Airpark in the US state of New Jersey, where several interviews were made, including the Airfield manager, the RA builder and some residents. The builder lives in the Airpark and is also a pilot and the owner of an Epsilon TB-30 still with the livery of the French Airforce. One of the residents took the author to visit a hangar where he kept a Tiger Moth and a TB 35.

Alexandria Airfield is a nearby RA, that had recently been sold to the current owner and it is now a well-maintained airpark. Interestingly enough, this Airpark also accepts non-pilot residents and in the last few years several persons have moved in and transformed the hangars into garages.

During October, the author visited the Falmouth Airpark, the only RA in the state of Massachusetts. The particularity of this RA was the presence of separate roads and taxiway. The front of the houses is served by roads and driveways and the taxiways serving the hangar are in the back yard. Another particularity was the grass taxiways that keep a clean countryside view of the backyard.

After the field work, the next step was to survey the pilots and relatives and examine the results regarding the possibility of looking for a property and to carry out the economic and financial viability of the project in order to get a green light and move into the final step and find the appropriate channels to finance it.

4. Residential Airparks: The Pioneers Airparks

4.1. **Carmel Valley**

Carmel Valley Airfield, opened in 1941 was the first registered Airpark in the United States. Before WW II, there was an estimated 34,000 pilots and that number jumped to 400,000 after the 2nd World War. The vast majority of these pilots did not transition to civil aviation, which was taking its first steps in the massification of air transport. There were too many airfields and pilots, and these abandoned runways were put up for sale and the first residential airparks were born.

Figure 10-Carmel Valley Historical Society



(Source: Carmel Valley Historical Society –Dedicated to the Future of Our Past)

The RA concept is attributed for the first time to the brothers Byngton and Tyrie Ford at the end of the 1930's and was inspired by the success of Henry Ford's Model T and the massification of the automobile. These entrepreneurs thought that machines lighter than air would follow the same footprint and the idea of making the first fly-in community was born.

Figure 11-Byngton and Tyrie Ford



(Source: Carmel Valley website)

Figure 12-Tyrie Ford House



Bryngton Ford owned several acres of oak trees in the valley and turned part of it into an airfield. The Bush Pilots, as they were called took advantage of the mountain effect of the valley to help with take-offs and landings, Tyrie Ford built a house in the valley, hence making it the 1st house in history with a private airfield.

Although the project never got off the ground, the concept was born. Today there are hundreds of RAs around the world, most of which are in the United States.

4.2. **Vendée Airpark**

René Anonier and his son Pierre Duret farmers and aviation enthusiasts had long pursued the dream of creating an Airpark in a 70 ha plot near the coast in Talmon-Saint-Hilaire. The dream of the 1st Residential Park in Europe came to fruition about 50 years after the 1st Airpark in the US. It started with about 50 lots and two runways, one in concrete 850 m x 12 m and a grass one 700 m x 30 m. It included a hotel with 10 rooms, bar, swimming pool, a lake and landscape lined with trees. Today, only the concrete runway is operational, but back then the grass runway was preferred for landing because many of these aircraft had landing gears that were not prepared for concrete runway and some lacked brakes and required runways with drag to slow the aircraft.

Today, the original lots are no longer for sale, there are however resales of the original houses and the local Air tourism Hotel, others who had bought houses as second homes have moved back into the region and working nearby and making the Airpark their 1st home, Vendée Airpark is an international community and its residents include English, Belgians, Swiss, Canadians and even New Zealanders.

Figure 13-Vendée Airpark **Figure 14-House for sale in Vendée Airpark**





(Source : Vendée Airpark)

5. Benchmarking

For the benchmarking, the author focused on the USA because of their sheer number of well-developed airparks. Of the hundreds of airparks, the author selected three case studies located in two US states, namely New Jersey and Massachusetts. One is a matured airpark, the other is a recently built airpark and the last one because of a particularity, a runway that serves as the backbone of the airpark and a grass taxiway.

5.1. **American Airparks**

5.1.1. **Alexandria Airfield**

The Alexandria Airfield Airpark is in the state of New Jersey about an hour's drive from New York City and has the FAA N85 designation. The airfield was originally built in the middle of cornfields in 1944 and in 1975 it finally took root as an airpark. It has been recently bought and the current owners are bringing new energy to the space with extra activities like parachuting, aviation camps, airport tours, etc. The Author visited the facilities of this RA in August 2022.

Nowadays it has 9 homes 8 with finished hangars. Some of the transformations are already visible at this Airpark where the hangars have been transformed into other spaces and no longer store Aircrafts. The lots vary between 2,5 and 8 ha and there is local Flight School with 3 aeroplanes, and standalone hangars capable of housing between 80 and 100 aircrafts. Currently 78 Aircrafts are based there.

Table 4-Alexandria Airfield Hangar and tie-down rates

Type	Rate (per month)
Tie-down (grass)	$75
Tie-down (paved)	$80
Hangar	$200-$410

(Source : https://alexandriafield.com/hangars/)

The runway is well maintained and has an industrial zone with several hangars and commercial areas associated with aviation as well as CAMO.

This park has a philosophy of common spaces between aviation and cars with priority to Aeroplanes, we can observe in the park some notes in that respect.

Figure 15-Alexandria ARO



Figure 16-Alexandria Hangar House



Source: Author

Figure 17-Aircraft traffic Lights for cars



Figure 18-Balcony to the Runway



(Source: Author)

The airfield has average of 50 movement per day. Of those, 60% are local GA and 40% transient traffic. Of the 78 Aircrafts based there, 73 SEP, 2 MEP, 2 Ultralight and 1 helicopter, and the field is served by 3 IAP, 2 RNAV and 1 VOR APP.

5.1.2. **Falmouth Airpark**

Falmouth Airpark (Appendix L) has FAA identification 5B6 and is the only RA in the state of Massachusetts. It is located in coastal area near the Cape Cod Beaches and about 1h:30m drive southwest of Boston. It has 88 lots sits on 20 ha and the houses are valued at about 1,5m USD or 4,100 USD per m^2.

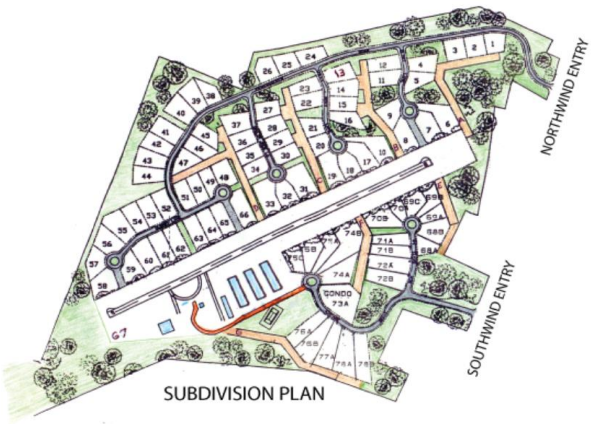
Figure 19-Falmouth Service hangar



(Source: Author)

Cape Cod is a nice suburban area with excellent infrastructures, malls, restaurants and beaches and green surroundings (see Appendix L).

Figure 20-Falmouth subdivision plan



(Source : https://falmouthairpark.net/airparkinformation.htm)

The park has as its backbone on the runway 12-35 with a 900m long strip, lights for night flights, the houses are to the South and North of the runway.

Figure 21-Falmouth Rwy 35



Figure 22-Falmouth Cul-de-Sac hangar



(Source: Author)

The grass taxiways end in a cul-de-sac and the access to the hangars attached to the houses is done through the backyard and the access to the houses for the cars through the front yard.

Figure 23-Grass Taxiway Charlie



Figure 24-Grass Taxiway Foxtrot



(Source: Author)

The author visited this park in October 2022 where he met the Manager John and talked extensively about living in the park, the number of houses, aeroplanes and prices. Falmouth Airpark has an aeronautical club that provides support to the residents and has an AVGS 100LL and unleaded 95 fuel pumps. The owners use their credit cards at the pumps and pump the fuel to their own planes. The author also talked with Salie who is C-172 aeroclub pilot of the park about the environment, the surrounding air space. This airpark is very close to a military base of large dimensions which introduces some restrictions to the flight operation of the park. Some of the amenities include an area of paddle tennis very appreciated in the US and several golf courses nearby.

Figure 25-Falmouth hangar house **Figure 26-Falmouth hangar house**



(Source: Left Photo by Author; Right one on the Internet https://www.architectmagazine.com/project-gallery/falmouth-airpark-custom-home-5866)

The park has some houses being currently renovated what is a demonstration of the vivacity of the real estate market (Appendix M) shows a flyer of the park, publicising that information.

Figure 27-Falmouth hangar house refurbishing



(Source Photos by the Author during October visit to the Airpark)

Form more detail about this airpark, see Appendix L – Falmouth Airpark and Appendix M Falmouth Airpark Real Estate.

5.1.3. Sky Manor

The Sky Manor Airpark is located in the state of New Jersey and about 1 hour East of New York City. The Airpark has the FAA indicator N40 and takes advantage of the FAA's RTTF Concept where the administration of the airfield is separated from the airpark. The author visited this park in August of 2022 and had the chance to speak with the management, the constructor and residents.

Figure 28-Kurt Hobschaidt Hangar House



Figure 29-Historic Tiger Moth



(Source: Author)

Runway 07/25 is in asphalt with about 870m and is served by an RNAV instrument approach system, the Aerodrome has a restaurant with an excellent wrap and side by side with the runway where we can observe some movements.

Figure 30-Sky Manor Restaurant



Figure 31-Sky Manor Restaurant terrace



(Source: Author)

The Aerodrome also has a common area with several hangars for third party users. The author interviewed the park manager of one of the hangars with yellow T-35s. The manager spoke of the DOT support and the improvements they had to make on the runway in 2018 for which they received 95% of the funds from DOT. When questioned about any constraints imposed by the FAA, he was quick to say that the FAA has only collaborated and supports the RA activity.

Figure 32-Two T35 and SkyManor



Figure 33-Aviation Hall of fame



Source: Author

Kurt is a former TWA employee and has been living in the park for about 10 years. He owns 3 aircraft, one of which is a Tiger Moth, one of the most historical and charismatic biplanes in aviation. He talked about the difficulties of financing his house, considering that in the US, hangar houses are not “common”, and therefore it is difficult to get a financial appraisal of the space.

Since there is a great deal and financial data regarding barn loans, many homeowners apply for additional bank loans for barns to be used as aircraft hangars, reason why so many hangars have the barn doors in their architecture.

Figure 34-Hangar looks like a Barn



(Source: https://www.bifold.com/photo-of-the-day-barn-hangar.php)

There are advantages: to insure barns is cheaper than for houses and banks are already routinely financing barns.

The Sky Manor during the author's visit had two houses under construction, the road infrastructure is common to the taxiways some crossing points like roundabouts for aircraft to cross.

Figure 35-Sky Manor Residence under Construction



(Source: Author)

The house value is very similar, with other Airparks, 1,5 million USD, but in Sky Manor RA the bigger lots are around 11,000m^2 the smallest lot is 5,000m^2. The Spruce Creek Airpark has lots as small as 1,200m^2. Sky Manor has currently several lots for sale.

5.2. **European Residential Airparks**

Europe has several very attractive projects, some with a golf course and/or marinas private or public alongside the Aircraft hangar. European RAs are not as developed as they are at US, but there is a growing community and more GA owners are moving to this kind of facilities, not only because of the aeronautic mythic but also because it solves part of the problem of having an aircraft, to have it stored far away from your home. For more detail see Appendix D-European Airpark Status.

5.2.1. **Siljan Air Park**

Sweden has a long tradition in GA, and a large aviation community. Siljansnäs is located in the centre of the country, has a lake nearby, two 850 m long runways, one in grass and one that is paved, the problem of northern Europe is the weather, with several days per year in fog or snow, to take advantage of this beautiful airpark one should have the privilege to fly IFR.

Kräftstjärtsvängen weekend is a great time to visit the museum that is housed in the castle, with a large classic collection. Of all the aircraft in the museum, the youngest is from 1917, some are borrowed from the Stockholm Museum.

Figure 36-Kräftstjärtsvängen Museum at Siljan Airpark



(Source: Kräftstjärtsvängen Museum at Siljan Airpark)

The countryside nearby the airpark has great conditions for winter sports, but the barbecue fly ins are the great attraction for the aviation's enthusiasts

Figure 37-Siljan Airpark taxiway to the house, and Winter Cabana in the back



Source: Siljan Airpark

See full flyer at Appendix N – Silijan Airpark.

5.2.2. **Biscarossa**

Biscarossa Village Aéronautique des Lac, is an AR located in the southwest of France about 288 km northwest of Toulouse and about 145 km north of Biarritz, known by European pilots

as the home of light seaplane aviation. In fact, it was at the Great Lakes of Biscarossa that Sacadura Cabral and Gago Coutinho began the adventure of the crossing of the South Atlantic in a Fairey II, precisely 100 years ago (1922) one of the greatest achievements of Portuguese aeronautics.

LAC uses the FAA RTTF concept and uses LFBS airport as RA's service runway, LFBS has runways 09/27 with 800m x 20m in asphalt, another 09/27 in grass for gliders with 1300m and 14/32 with 700 m x 60m, 63 lots in 31 ha.

Figure 38-LAC Plant and Rwys diagram



(Source : https://eurospace.fr/village-aeronautique-des-lacs/)

Figure 39-LAC



(Source : LAC Google Maps photo)

Biscarrossa LAC is close to Biscarrosa downtown according to INSEE, The National Institute of Statistics and Economic Studies in 2019 total population was 13,947 with majority of its inhabitants being over 45 years old.

Table 5-POP T0 – Biscarrossa Population estimates by age range

	2008	%	2013	%	2019	%
Altogether	**12 355**	**100,0**	**13 983**	**100,0**	**13 947**	**100,0**
0 to 14 years old	2 056	16,6	2 359	16,9	1 844	13,2
15 to 29 years old	1 717	13,9	1 648	11,8	1 487	10,7
30 to 44 years old	2 503	20,3	2 482	17,7	2 227	16,0
45 to 59 years old	2 612	21,1	2 927	20,9	2 892	20,7
60 to 74 years old	2 342	19,0	3 102	22,2	3 566	25,6
75 and over	1 125	9,1	1 466	10,5	1 932	13,9

(Sources: Insee (2008, 2013, 2019))

More specifically in the Commune of Parentis-en-Born parish where LAC is located there were 6,684 inhabitants in 2019 with the following age distribution:

Table 6-POP T0 – Parentis-en-Born Population estimates by age range

	2008	%	2013	%	2019	%
Altogether	**5 051**	**100,0**	**5 652**	**100,0**	**6 684**	**100,0**
0 to 14 years old	911	18,0	1 036	18,3	1 202	18,0
15 to 29 years old	719	14,2	746	13,2	922	13,8
30 to 44 years old	1 066	21,1	1 125	19,9	1 274	19,1
45 to 59 years old	1 086	21,5	1 176	20,8	1 370	20,5
60 to 74 years old	840	16,6	1 006	17,8	1 212	18,1
75 and over	430	8,5	564	10,0	705	10,5

(Sources: Insee (2008, 2013, 2019))

There is a widespread idea in public opinion that aeroplanes are for the upper classes generally A or B in France income per class is Figure 5.

Table 7-France, Which income class does your family income fit in?

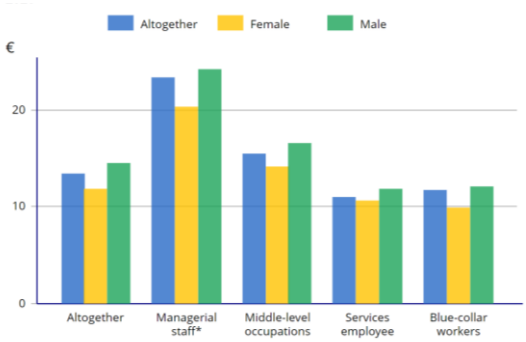


(Source : https://www.oecd.org/social/under-pressure-the-squeezed-middle-class-689afed1-en.htm)

Note: Calculation for 4 people per home.

According to INSEE the hourly per capita income in the Commune of Parentis-en-Born is as presented in Figure 40.

Figure 40-Average net Hourly Wage in Parentis-en-Born

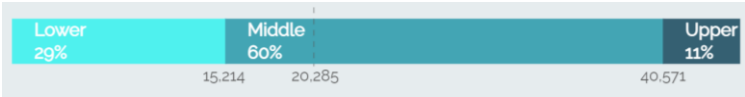


(Source: INSEE (https://www.insee.fr/en/statistiques/6457611?geo=COM-40217))

It follows that the population of Biscarrosa LAC falls into the lower class, which does not prevent them from operating an aircraft in an RA.

The same parallel for Portugal:

Figure 41-Portugal, Which income class does your family income fit in?



(Source : https://www.oecd.org/social/under-pressure-the-squeezed-middle-class-689afed1-en.htm)

Note: Calculation for 4 people per home

The same income of Biscarrosa LAC in Portugal corresponds to the lower middle class which demystifies the concept that aviation is only for the upper and upper-middle classes.

When we typify the type and use of the dwellings, they are mostly:

Table 8-Parentis-en-Born Main residence by occupational status

	2008		2013		2019			
	Number	%	Number	%	Number	%	Number of persons	Average moving in age in year (s)
Altogether	**2 189**	**100,0**	**2 494**	**100,0**	**2 934**	**100,0**	**6 575**	**14,0**
Homeowner	1 361	62,2	1 538	61,7	1 876	63,9	4 308	18,2
Tenant	755	34,5	889	35,6	975	33,2	2 132	6,5
(including social sector housing)	*110*	*5,0*	*124*	*5,0*	*142*	*4,8*	*352*	*8,6*
Housed for free	73	3,3	67	2,7	83	2,8	135	9,0

(Source: INSEE 2008,2013,2019)

Table 9-Parentis-en-Born Main residence by number of rooms

	2008	%	2013	%	2019	%
Altogether	**2 189**	**100,0**	**2 494**	**100,0**	**2 934**	**100,0**
1 room	93	4,3	81	3,2	17	0,6
2 rooms	77	3,5	120	4,8	173	5,9
3 rooms	330	15,1	349	14,0	455	15,5
4 rooms	708	32,3	799	32,0	1 004	34,2
5 rooms and over	981	44,8	1 145	45,9	1 285	43,8

(Source: INSEE 2008,2013,2019)

Table 10-Parentis-en-Born Types and Categories of dwellings

	2008	%	2013	%	2019	%
Altogether	**2 790**	**100,0**	**3 235**	**100,0**	**3 743**	**100,0**
Main residences	2 189	78,5	2 494	77,1	2 934	78,4
Second homes	477	17,1	480	14,8	635	17,0
Vacant dwellings	124	4,5	262	8,1	174	4,6
Houses	*2 088*	*74,8*	*2 412*	*74,6*	*3 080*	*82,3*
Flats	*318*	*11,4*	*738*	*22,8*	*658*	*17,6*

(Source: INSEE 2008,2013,2019)

5.2.3. **Portugal**

The Iberian Peninsula does not have any RA in operation after the failed attempt of the Spain Airpark, which the author concluded was due to the location, of the 140 houses projected only 2 were built and are currently abandoned and in Portugal there is no offer available the closest one is in the southwest of France in Nogaro.

Figure 42-Nogaro Airpark **Figure 43-Nogaro Airpark Project 2006**



Vue aérienne : en rouge l'emplacement du village aéronautique



Source : http://malibos.aviation.pagesperso-orange.fr/sitevillageaero.pdf

Figure 44-Spain Airpark



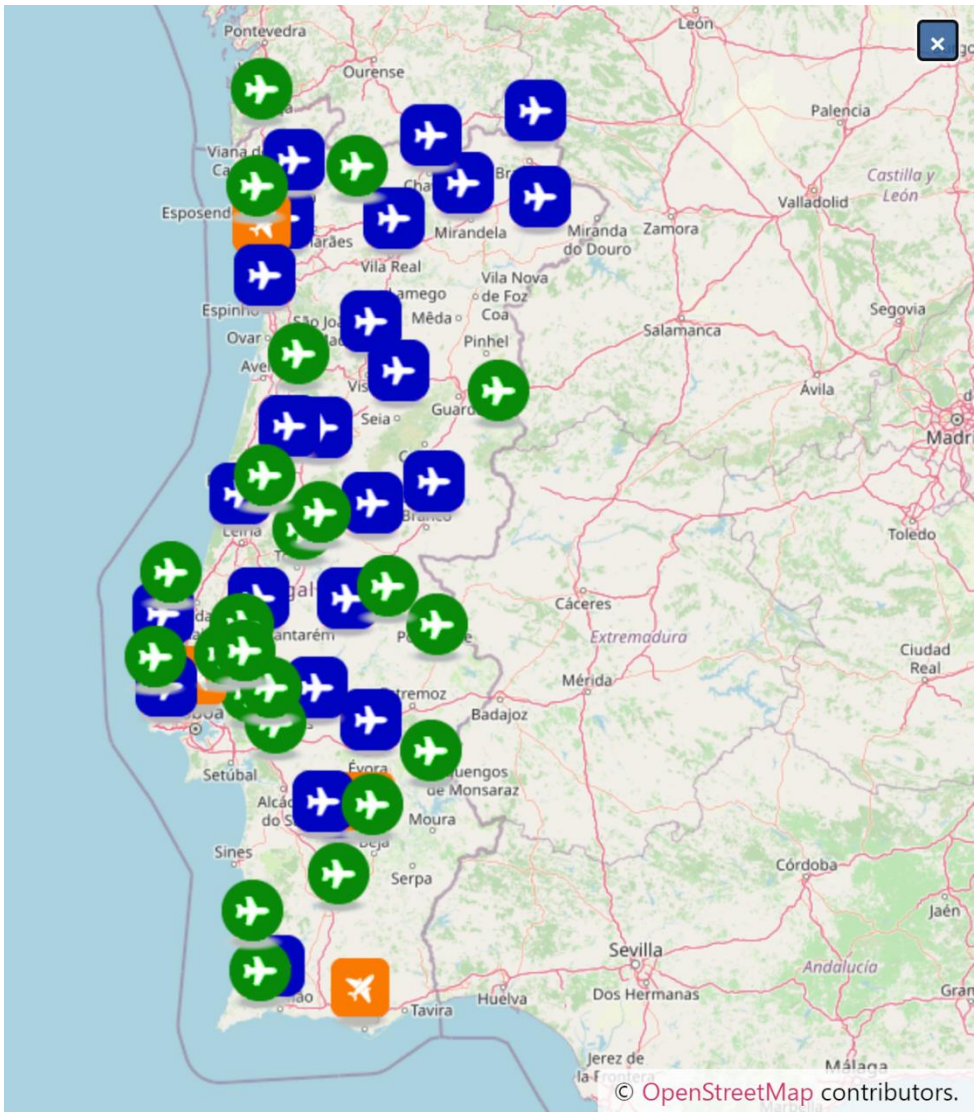
Figure 45-Spain Airpark Project



Source : https://www.euroga.org/forums/airparks-in-europe-and-around-the-world-merged/6591?page=3

The closest Portugal has been to an Airpark was the Alentejo Airpark which still is in the project phase. It is located 5 km southwest of S. Teotónio, has 35 plots projected and a runway of 800m x 20m. The author spoke with the developer's son who had some knowledge, but it was the father who was not contactable who managed the project. There are still in Portugal numerous runways that are used for leisure, air work or air transport.

Figure 46- Aerodromes and UL Airfields Portugal



Source: Cavok.pt website, in September 2022

Notes: Green Aeroplanes represent Ultralight Airfields (Appendix K). Blue Aeroplanes represent GA Airfields (Appendix J). Orange Aeroplanes represent International Airports.

5.2.4. **Ferreira do Alentejo**

The Monte da Avioa estate is owned by Captain Dario a retired TAP pilot and friend of the author. It has a 559 m x 20 m stone dust track built in 2009, inside a 300 ha property which is for sale for €2 million. Full details are listed in Appendix O. The following points were identified after an interview with the owner:

Track, Rwy 17/35 length 559 x 20 m; Certification by ANAC to operate VFR traffic; Type of operation and limitations is for general aviation and ultralight, Golf Airspace up to 1000 ft Delta above 1000 ft. Full details of aeronavigation of LPFA in Appendix P.

- Business Model Private airfield only able to use with previous authorization by the Aerodrome director;
- Business Model Difficulties, lack of interest by the potential buyers or the price is too high;
- Opportunities in the Model, the propriety is large enough to do an Airpark;
- Threats, the location can be a problem due to the lack of infrastructures nearby;
- Positive Points, Runway is already built and certified, less paperwork;

At this moment the estate is still for sale probably we could buy it at a discount price or make a joint venture and explore a RA.

Near Monte Pereiro is the local accommodation Monte da Floresta B&B

As of 15 September 2022, the price per night was €90. Although we do not have the average occupation rate, it could be an indicator of average room price per night in the area.

Figure 47-LPFA Hangar



Figure 48-Monte Avioa Swimming Pool



Figure 49-Monte Avioa Palm tree yard



Source: https://www.kwportugal.pt/Herdade-Venda-Figueira-dos-Cavaleiros-1196-3930

6. Results of Pilot's Survey

The survey was an essential part of the study, because it made possible to obtain answers as to the aircraft type, which has a direct effect on runway size, taxiways, hangars, type of fuel etc. In order to address what our target audience values most, the preferred style, size and maintenance costs, the projected plot and house costs.

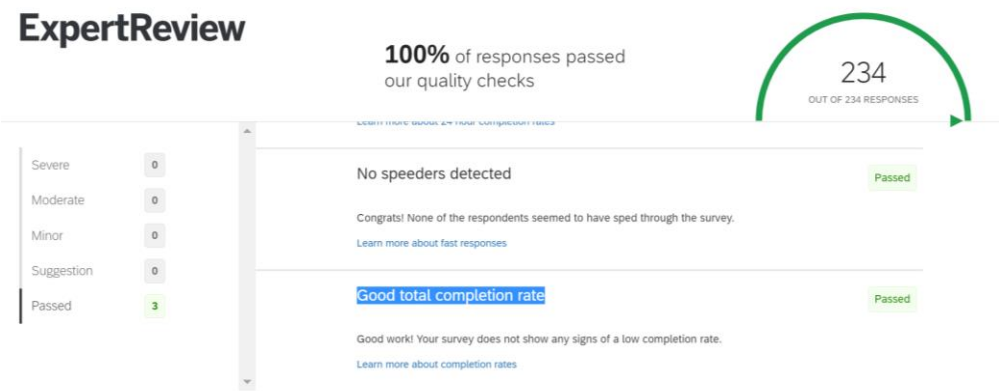
Regarding the target public, we concentrated primarily on airline pilots or aspiring pilots and within this group the author focused on those who own aircraft or who in the near future wish to acquire an aircraft and their aspirations as to the ideal place to build a PRA.

Full results as well of the questionnaire are in Appendix Q - Survey.

6.1. **Survey Sample**

The survey was posted online from 10/11/22 to 20/11/22 on the Qualtrics platform. A total of 290 people answered the questionnaire and 100% was validated by the Qualtrics criteria, i.e., Good completion rate, No speeders detected and Good total completion rate:

Figure 50-Qualtrics Quality Results



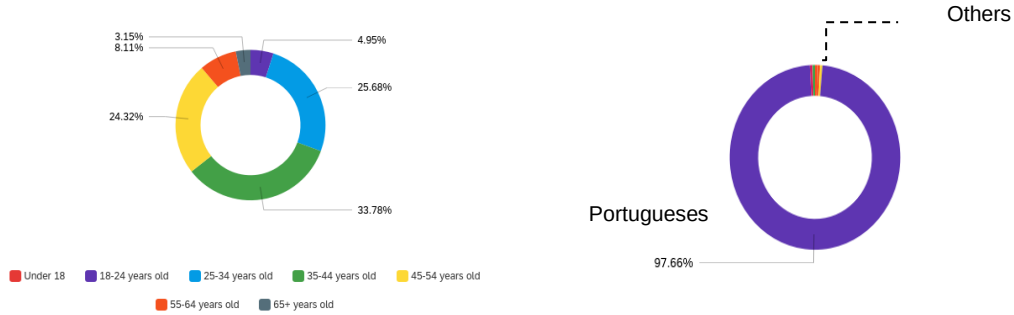
Source: Qualtrics

Population size: 626 aircraft, Confidence level: 95%,Sample Error: 5%, Z value 1.96, Sample Size 290 Responses. The total number of questionnaires received and validated as 100% confidence was 290.

6.2. **Demographic Data**

The largest group by age are de Gen Y / Millenniums with 34%, the second and third group are Gen Z / Centennials 26% and Gen X with 24%

Figure 51-Demographic data by Generation Figure 52-Demographic data by Nationality



Source Qualtric output

Males represent 96% of the Inquiries unfortunately this data is in line with general pilot population, were we have a total of 96,6% of male pilots and 3,5% of female pilots and naturally the majority of the respondents are Portuguese.

Of all queries, 98,98% are pilots, confirming the validation of the sample. The remaining 1,02%, are willing to become pilots or considering it within the next 24 months.

The sample has a total of 50 aircrafts, all from general aviation.

6.3. **Economic Data**

Those who do not own an aircraft, 61% are willing to buy one in the future (certainly or probably), and 39% have no intention to do so.

About 20% of the respondents are interested in having a house in the Portuguese RA, and 55% is probably interested. Only one fifth of the respondents are not interested in this kind of investment. 31% of the respondents would be interested in a three-bedroom house and 29% in a four-bedroom house. Regarding to the size of the hangar, 80% of the respondents would prefer a hangar for one aircraft and 20% would prefer a hangar for two aircrafts.

As to the best location for the PRA, the overwhelming responses favoured Lisbon (36%), Setubal (23%) and Portimão, Algarve (10%).

One would think that this type of compound would be primarily for holiday homes. However, the study led the author to conclude that RAs with higher success rate are those used as primary homes, like Spruce Creak in Daytona Beach, Florida, but even in LAC de Biscarrosa, the vast majority of the houses are now primary homes. Therefore, it is not

surprising that for 49% of the survey respondents a house in PRA would be a primary home and an holiday home for about 39% of those surveyed. Approximately 12% of the respondents would invest in a house in the RA for investment purposes.

Finally, the financial numbers from the market study:

For this section the author crossed the data from the responses of those willing to have a house with the target price and arrived at €787.879,00. The next analysis was the lot price as compared with the type of house which yielded the following conclusions: €250K for V1, €354K for V2, €382K for a V3,€403K for a V4 and€562K for a V5; When that data was finally crossed with house prices the result was V1 €500K, V2 €736K, V3 €722K*, V4 €778K and V5 €937k, .

This data was important to budget the selling prices of the lots and the author considered the respondents willingness to pay even though the author and real estate consultors believe that the amount willing to be paid by the respondents to be well below market value and therefore the project can have a higher selling price.

To check how strong the link between aircraft owner and the willing of have a house in RA the author crossed the data from those that said yes to the question about the willingness to have a house in the RA with those how have own aeroplanes. Of the entire sample of those surveyed, 26% responded yes, 56% responded maybe and 18% responded no.

*V3€722K < V2€736 this is true given the answers provided to the questionnaire that was conducted earlier. i.e. those who have chosen the House typology V3 *option* agreed on an average value of 722K eur.

7. Portugal Airpark Project

This is a pioneer project in Portugal, as we have seen, the nearest RA is the Nogara Airpark in France.

Considering that our nearest competitor is at 2,000 km away and taking into account Portugal's Golden Visa programme and the fact that Portugal has become a major destination for French retirees as observed by the double-digit growth of the past few years, makes Portugal the ideal place for this project.

The author believes that the Portuguese Market for RA will come from this UL group, the French and German Market will be from general aviation aircraft and US, Russia, Middle East and China from Business Jet group

Nonetheless, this project also intends to attract the Aeroturism Market by having the hotel "Cabanas" house guests where it will be possible to park your own aircraft at the "Cabana" drive-in. This complementary service will be another major attraction to the RA, benefiting from the secondary tourism market.

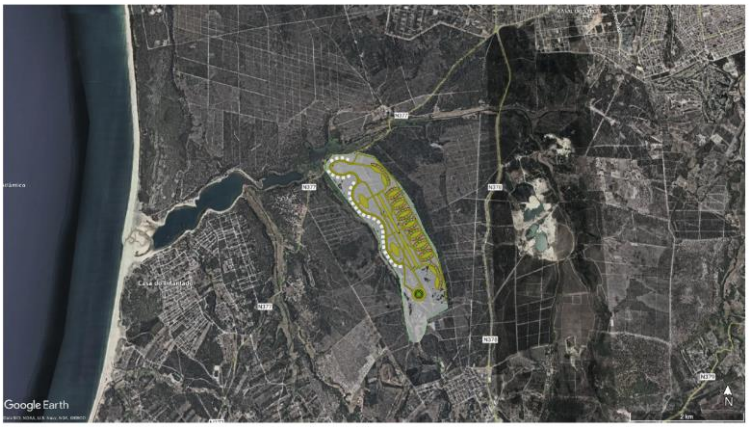
Portugal Residential Airpark will be a real estate Resort project with anchor in Aviation, with several complementary services, according with the survey and an innovative concept in Portugal aiming a niche of market never explored until now.

The RA project is an innovation in the Iberian Peninsula because it is proposing a model based on the sustainability of a green operation "Fly Green". The project includes many green areas including green paths and water areas for thermal balance.

All dwellings are based on the best practices of energy efficiency and the ecological footprint is supported by the latest in domestic appliances, where the temperature of the house is actively controlled by intelligent blinds and green roof tops.

The common areas as well as the tourism areas or even the hotel are inspired by innovative models, the Hotel or the Cabins will have areas for aircraft parking, with autonomous management systems, such as self-check-in or automatic refuelling, the hotel itself considering the aeronautical environment will provide a Flight Dispatch office connected to ARO.

Figure 53-Portugal Airpark Project Blueprint



Source: Author

The real estate project in the figure 50, being proposed by the author is based in an architecture plan done especial for this project and all details may be found in Appendix R - PRA Portugal Residential Airpark. It starts from an urban/rural land with 120 lots, with typologies ranging from V3 to V4 Modern Style with only Ground Floor (35%) or maximum one Story (30%) with hangars to park one (76%) or two aircraft (17%), and two (49%) or three cars (26%), countryside (46%) or near the beach (47%), and 1st Lisbon (36%), 2nd Setubal (23%) and 3rd Portimão were the elected cities chosen by respondents. The median sale value for housing will be €834.000,00 and for the lots €425.400,00.

In order to achieve these values to match those of the inquireers we have set up 2 base models: Townhouses in 2000 m^2 lots, and Vilas in a 5000 m^2 lots.

Since the Resort project also has a strong touristic component, a model cabana hotel will also be considered containing about 60 cabanas, each one with parking for the aircraft of the guest, also with strong focus on Art and Nature, Leisure, Tourism Real estate, Local Culture.

The Airpark will also have a commercial area with a Restaurant (7%), Gymnasium (7%), Supermarket (9%), Fuel Station AVG 100LL (Aviation Fuel) (11%), as well as aeronautical Club (8%), CAMO (Aircraft Maintenance) (6%), and third parties hangars.

Figure 54-PRA Portugal Residencial Airpark



Source: Author

7.1. **Pestel Analysis**

The PESTEL analysis translates the contextual environment (Political, Economic, Social, Technological, Environmental and Legal) and it is strong used for new projects or new markets.

7.1.1. **Political Context**

The RRP, Recovery and Resilience Plan is the European Union's current post-Covid economic and financial framework. The Portuguese government will make 12 billion euros available to businesses and sectors.

The RRP will support 4 main areas: resilience, climate transition, digital transition, documentation and communication.

Resilience has two important areas that fit into this study: C2 Housing and C5 Business Innovation and Capitalization. Regarding housing, this program focuses on the shortage of housing, which still demonstrates the lack of housing in Portugal, however it does not fit directly into the financing of the project under study, but the C5 Business Innovation with a budget of around 3000 million euros.

As Portugal is a predominantly touristic country, the tourism aspect of this project will benefit from Portugal's excellent competitiveness in this sector.

The Tax Policy and Golden Visas have attracted a lot of foreign investment to Portugal. Around 90% of the Golden Visas are for the Real Estate market and of these 33% are from the Chinese market, the North American market grew by 70% in 2021.

Portugal has alternated between governments of the Socialist Party and the Social Democratic Party, although in recent years in coalitions, Portugal is now governed by the Socialist Party in an absolute majority, which guarantees political and governmental stability in Portugal.

7.1.2. **Economic Context**

In general, in 2022 the Portuguese economy has recovered to the pre-pandemic values reached in 2019 but decelerated during the second half of 2022. The economy lost momentum with the war in Ukraine and the prices have risen.

Figure 55-Portuguese GDP 2022 by Bank of Portugal



(Source: BP)

With the tourism boom, employment is growing fast, some companies are finding difficult to find manpower, and, thus, unemployment remains low throughout 2022 and wages are rising less than the price of goods.

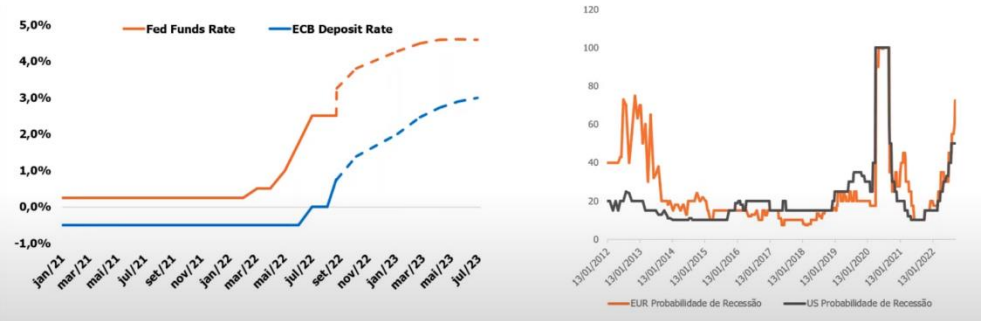
The rising of commodity prices has suppressed the economy, the inflation rate is at its highest for 20 years, the growth of the tourism sector is pushing up prices in parallel with external energy prices, and the inflation reache 9.5% in the second quarter of 2022

GDP will grow less in 2023 and 2024 than in 2022, but will maintain historical average levels converging to EU level (the BP forecast is 2.6% for 2023 and 2.0% for 2024); the war in Ukraine will continue to put pressure on energy prices but the trend will stabilise as alternatives become available in the market

With the help of tourism, the economy should remain dynamic until 2024, but with the uncertainties of high inflation household consumption should shrink due to the consequent loss of purchasing power, wage and employment growth will sustain household income in the following years, and the receipt of European funds by the PRR will boost investment.

From the macroeconomic point of view, we are currently going through difficult times with high inflation. Given the pressure on prices and the cost-of-living increase, the question is not whether we will have a crisis, but when? From a theoretical or technical point of view, two consecutive periods of recession qualify as a crisis. A recession was recorded in the 2nd and 3rd quarters in the United States, which probably means that Portugal should officially enter into recession after Christmas 2022.

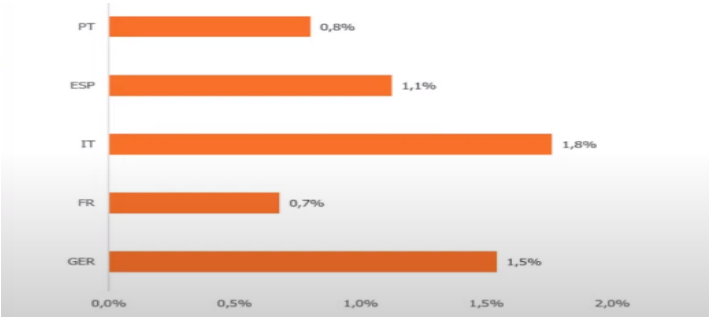
Figure 56-Recession Banco Big Webinar



(Source: US Labour Statistics)

Contrary to what has been said, high inflation is not only the result of the war in Ukraine but essentially motivated by a decade of low cost of money, with low interest rates to motivate consumption, however, with the pandemic crisis, and the unprecedented injection of money into society, remember that in 2020 Donald Trump's administration, paid about 1,200 USD per month, thus creating an artificial incentive for uncontrolled consumption, those who remember the consequences of the fraud of Alves dos Reis, will understand the inevitable consequences that this measure would have for the economy.

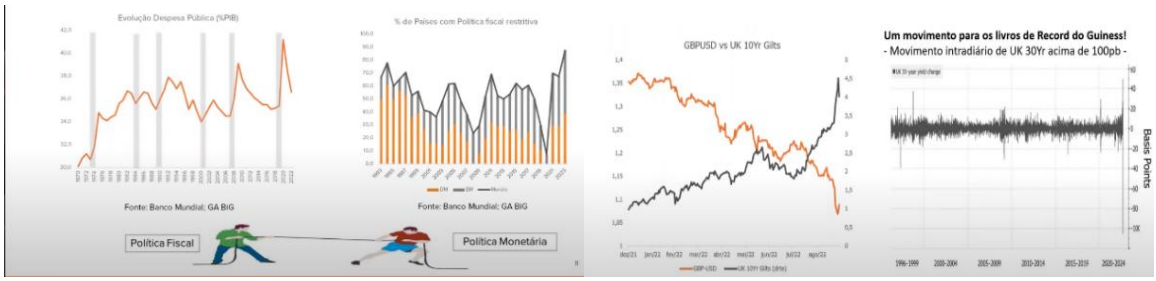
Figure 57-Government Compensatory measures GDP limitation



(Source: GA, BIG)

What we have been witnessing nowadays are contradictory measures between central banks and governments, if on the one hand central banks, in order to control inflation, raise the price of money via interest rates, governments, afraid of the consequences on their popularity, inject via social security and/or tax benefits measures that have the opposite impact of central banks, the most obvious example being the political crisis in the UK.

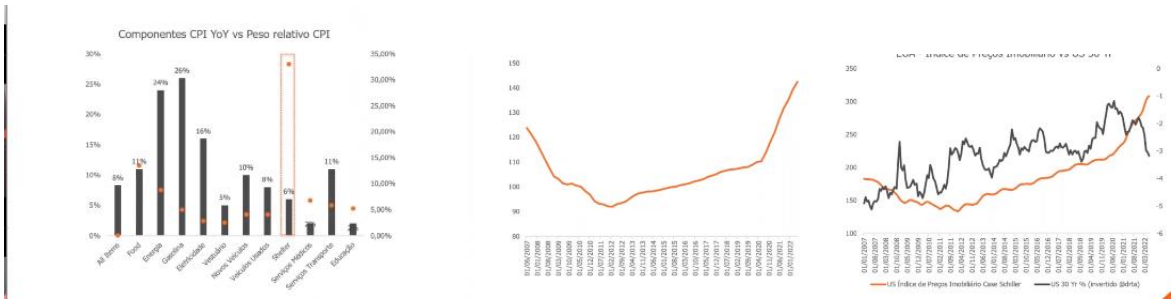
Figure 58-Central Bank Policy vs Government Policy



Source: World Bank Statistics

Therefore, from the point of view of real estate investment, we see the approaching crisis as an opportunity if high interest rates discourage the real estate market, on the other hand, it promotes the bond market and this way it will be a way of financing the project. On the other hand, and considering the project's rum up, in 2023 we may have a reduction in the real estate value of around 20% and thus have raw materials at a discount price.

Figure 59-Real estate Market 2022



Components YoY vs CPI Weight USA real Estate vs House rent ratio

Source: US Labour Statistics

7.1.3. **Social Context**

Portugal is known to be one of the best tourism destinations. Lisbon has received the best European short break destination prize for several years. It is known for being a friendly destination, Portuguese people are welcoming, foreigners do not feel as foreigners but instead feel as part of a group. Portugal also attracts many retired European citizens because of a reduced tax rate on the pension collected abroad. In 2021, 698,536 foreign citizens were living in Portugal. In the region of Lisbon alone, in 2022 had 3115 North Americans and 11638 French nationals, two countries with very strong tradition in RA.

Portuguese food is one of the best cuisines in the world, we have plenty of wonderful restaurants, we have about 800 km of white beach shoreline, plenty of option for leisure and we are a multicultural society.

The Social context could not be better. The cost of goods in Portugal is much accessible, when compared with other countries.

7.1.4. **Technologic Context**

In aviation Portugal has always stood up to the best world practices, recognised as one of the best world sectors, Portugal is and always has been in close collaboration with the major aeronautical manufacturers, (e.g., Airbus and Embraer, TAP ME or OGMA).

7.1.5. **Environmental Context**

Climate change is a serious problem nowadays and any project that intends to succeed cannot disregard this issue. The EU has as global goal the reduction of GHG emissions of 50% by 2030. An urban project related to aviation can transmit a wrong idea of not being sustainable. Today, both the industry and its customers are more concerned with this issue than ever, either due to the high oil prices or by the ETS. New and innovative solutions are coming to the market solutions for electric aeroplanes and powered by SAF.

7.1.6. **Legal Framework**

This study naturally had a strong component in the analysis and legal framework of the project, although there is no EU legislation as in the US, this does not prevent the development of RA, as is the example of several listed here, even in Portugal without being RA, we have some UL tracks in private residences as ex, the Ferreira do Alentejo Appendix A.

Therefore, it is clear the legal possibility and the steps to follow which are typified in the current national applicable rules and legislation here by:

7.1.6.1. **Current National Applicable Rules and Legislation**

Decree-Law 186/2007 of 10 May, amended and republished by Decree-Law 55/2010 of 31 May establishes the conditions for construction, certification and operation of national civil aerodromes, lays down the operational, administrative, safety and facilitation requirements to be applied to these infrastructures and establishes the operational classification of national civil aerodromes for the purpose of airport planning;

- ANAC Regulation No 508/2012 of 26 December 2012, which sets out the requirements for the allocation of the reference code to an aerodrome;
- Note: This Regulation currently (due to the entry into application of Regulation (EU) No. 139/2014) applies only to aerodromes certified under Decree-Law 186/2007, of 10 May, and no longer to those certified under the European Union European Union.
- ANAC Regulation No. 36/2013, of 21 January 2013, which defines the specifications of the elements to be included in the aerodrome manual aerodrome manual;
- Note: This Regulation is currently (due to the entry into application of Regulation (EU) No. 139/2014) applicable only to aerodromes certified in accordance with Decree-Law 186/2007, of 10 May, and no longer those certified in accordance with the European Union European Union.
- ANAC Regulation No. 37/2013, of 21 January, which approves the aerodrome certificate model;
- Note: This Regulation is currently (due to the entry into application of Regulation (EU) No. 139/2014) applicable only to aerodromes certified in accordance with Decree-Law 186/2007, of 10 May, and no longer those certified in accordance with the European Union European Union.
- ANAC Regulation No. 401/2017, of 11 May, which establishes the requirements applicable to the means of rescue and firefighting on aerodromes.
- Note: This regulation currently (due to the entry into application of Regulation (EU) No. 139/2014 and ANAC Regulation No. 645/2019), is applicable only to aerodromes certified under Decree-Law 186/2007, of 10 May, and no longer to those certified under the European Union Regulation.
- Regulation No. 645/2019, of June 7 - Diário da República No. 156/2019, Series II of 16 August 2019:
- Partial suspension of Regulation No. 401/2017, of 11 May, establishing the requirements applicable to means of rescue and firefighting in aerodromes.

- Law no. 2078, of 11 July 1955: Establishes the regime to which the areas adjoining military organisations or installations military organisations or installations or of interest to national defence. Note: Article 11(3) applies to civil aeronautical infrastructure (aerodromes, heliports, telecommunications and radio areas).

7.1.6.2. **Ultralight Aviation Runway Certification**

Approval of runways for ultralights Aircrafts are under the terms of Decree-Law 238/2004 of 13 August and Decree-Law 283/2007 of 18 December, the take-off and landing operations of ultralights are only carried out on runways approved by ANAC, has we could observe by the results of the survey this kind of aircrafts are the majority to operate in Portugal any runway up to 800m length would be enough, but this study is not limited to UL.

7.1.6.3. **General Aviation Runway Certification**

The certification of aerodromes and heliports is legislated by national and European regulations, their applicability being distinguished according to the following criteria:

They fall under the scope of Regulation (EU) No. 139/2014 of 12 February:

The design, maintenance and operation of aerodromes, as well as the related safety-related equipment used on such aerodromes, located in the territory where the Treaties apply, in the following cases:

(i) aerodromes open to public use

(ii) aerodromes providing commercial air transport services, and

(iii) aerodromes which have a paved instrument runway of 800 metres or more, or which are used exclusively by helicopters using instrument approach or departure procedures;

(as set out in Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018, Article 2(1)(e))

Receive under the scope of Decree-Law 186/2007 of 10 May, as amended and republished by Decree-Law 55/2010 of 31 May:

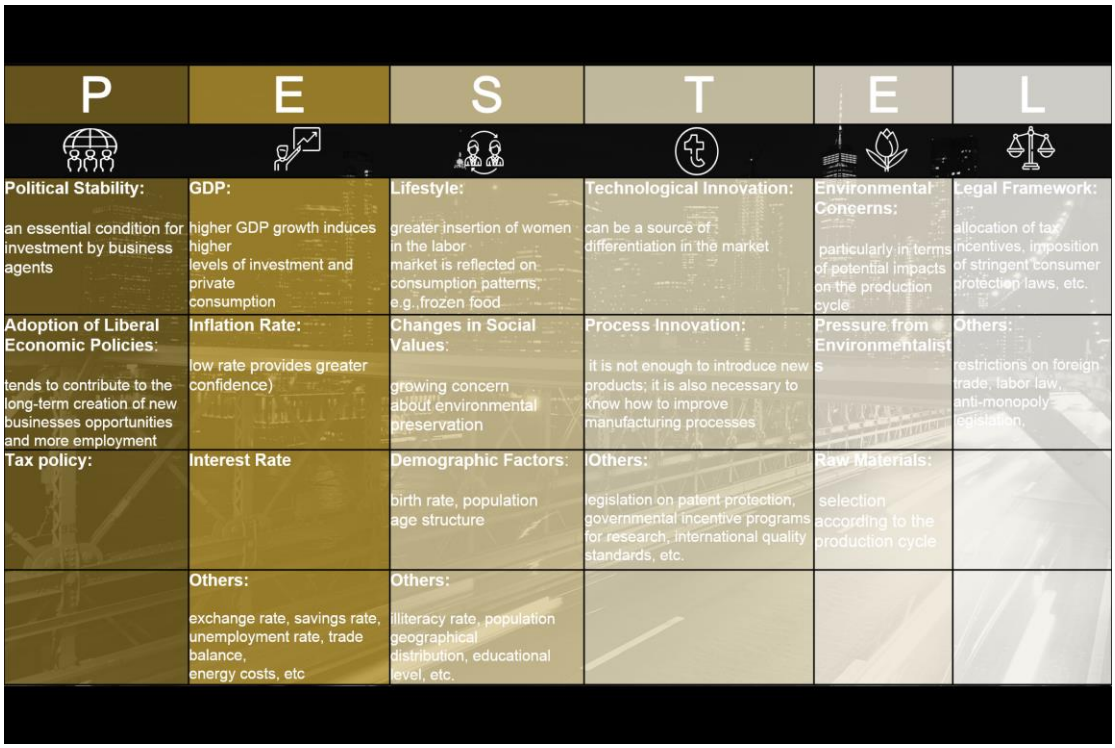
The construction, certification, and operation of civil aerodromes (including heliports) not covered by the European regulations referred to above.

Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down common rules of the air and operational provisions concerning air navigation services and procedures also applies to aerodromes falling within the scope of the European Regulation.

If we consider the general aviation with aircraft up to Gulfstream, we must consider a runway with at least 1200m, in this case Aerodrome category of 2B, will be under the scope of Annex 14 see Appendix S Aerodrome reference code, and the above legislation but even this one is not comparable with the international airport regulation.

7.1.7. **PESTEL Map**

Figure 60-Pestel Map



(Source: Author)

7.2. **Investment Plans**

The investment plan has a time frame of 20 years (Appendix S). According to the economic and financial study (Appendix T), the project includes the acquisition of plot land and studies and the necessary approvals, which take place on years 1 and 2, the beginning of the basic infrastructure will be on year 3, and the remaining development continues during the time frame. Sales will start on the 2nd semester of year 2, club house and runway will be ready by the end of the 3rd year, the hotel at the 5th year, and starting the revenue, generating cash and reducing the external financial needs.

It is important to notice that the cost of financing is reported to year 1 and they reflect the prices of that year although we current are in high inflation environment (around 10%). As the

author mention its forecast for the start of the development of the project a normal inflation so, the inflation calculated on the Economic and Financial study is 2.5% per year till year 20, the cost of the plot land calculate is €6.510.000,00 the metrics for the pro-rata of the plot land by business areas was the construction gross area (ABC).

Table 11-PRA Sales Price table

Bussines Area	Unit	Un Sale	Estmate Val 3Y
Lots of 2000 sqr/m	m2	210,00 €	420.000,00 €
Lots of 5000 sqr/m	m2	210,00 €	1.050.000,00 €
Townhouses	m2	3.240,00 €	810.000,00 €
Villas	m2	3.240,00 €	1.296.000,00 €
Hotel	room	200,00 €	93.600,00 €
Club House	F&B	50,00 €	35.100,00 €
Commercial Area	Total Services	10.000,00 €	10.000,00 €
Coupond maitenance fee	%/1000	200,00 €	400,00 €
Landing fee	Moviment	50,00 €	1.500,00 €
		total	3.716.600,00 €

(Source: Author)

7.3. **Hotel Cabanas**

Table 12-Hotel Cabanas Budget

Cabanas Hotel			
Plot	*13.000 m2*	65.000,00 €	considered 5€/m2
Studies & projects	*6.000 m2*	540.000,00 €	6% of the building value
Construction of a 60 rooms Charming hotel	*6.000 m2*	9.000.000,00 €	considered 1500€/m2
Connections / Infrastructures		450.000,00 €	5% of the construction value
Equipments	*1 vg*	1.100.000,00 €	
Total Investement of the Hotel		11.155.000,00 €	

(Source: Author)

The hotel is expected to start construction in the middle of its 3rd year and to be operational by the 5th year, with an average occupancy of 26%, according to data from INE

For the Hotel revenue, the author has considered an average rate per room/night of €200.00 and an average value of €50.00 for food and beverage.

Aviation industry has considered number of conferences and events per year, so it was considered 24 events per year and an occupation per event of 90 persons and sale price of €120/person.

The methodology concerning the cost of the goods and merchandising sold is as follows:

Table 13-Hotel Cost

Type	% over revenue
Rooms	2%
Food	40%
Beverages	15%
Events	50%

(Source: Author)

The cost with commodity and external services are 20% of the Hotel total revenue.

Staff allocation is as presented in Table 14.

Table 14-Employees Hotel Costs

Position	nº of employees	Salary Cost
General Director Assistant	1	4.500,00 €
Controller F&B	1	3.500,00 €
Kitchen Servants	6	1.000,00 €
Chef	2	1.800,00 €
Housekeeping	2	2.500,00 €
Restaurant Servants	7	1.500,00 €
Administrations	3	1.400,00 €
Cleaning team	12	800,00 €
Others	11	900,00 €
Total	45	56.800,00 €

(Source: Author)

7.4. **Club House**

According with the survey 9% of the respondents ask of an Aeronautic Club, 6% for a CAMO (Aircraft Maintenance) 12% for an Aircraft fuel Station, so this is an important business area to be consider; Club House will have an FDO, Supermarket, Restaurants, etc.

Table 15-Club House Budget

Club House			
Plot	*1.000 m2*	5.000,00 €	considered 5€/m2
Construction	*200 m2*	200.000,00 €	considered 1000€/m2
Infraestructures		10.000,00 €	5% of the construction value
Equipments		10.000,00 €	
Projects		6.000,00 €	3% of the construction value
Total Investement of the Club House		231.000,00 €	

Source: Author

7.5. **Runway**

According to the survey, the type of aircraft that interested parties own and or intend to acquire and bring to the PRA (Portugal Residential Airpark) are present in Figure 58:

Figure 61-Mosaic of some Aircraft owned by survey respondents



(Source: Survey combine with internet photos of the chosen models)

According with the ICAO Annex 14 a runway code 1A is enough to operate the general aviation aircraft mentioned on the survey which would require a runway length of 800 m, the survey respondents requested a runway of 1,200 m, which would accept executive jets, we considered building a runway with those specifications.

Table 16-Runway Budget

Runway Asphalt 1200m				
Plot 5ha	*48.000*	*m2*	240.000,00 €	considered 5€/m2
Studies & projects	*1*	*vg*	3.000,00 €	6% of the construction value
Construction	*1*	*vg*	50.000,00 €	
Connections / Infrastructures	*1*	*vg*	2.500,00 €	5% of the construction value
Total Investment in the runway			295.500,00 €	

(Source: Author)

7.6. **Lots**

The author considered in this rubric 120 lots equal to the number of respondents that manifested interest in moving to the PRA. The total budget for infrastructures is €4.359.536,16, dived as follows as presented in table 17

Table 17-Lots infrastructures budget

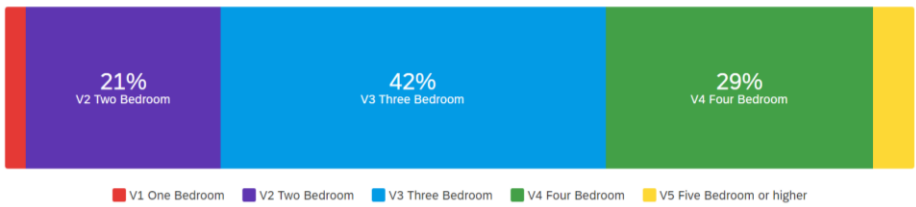
Urban infrastructures			
Studies & projects		350.000,00 €	
Construction / Urbanism			approx 7.2km of tracks
Roads and Sidewalks		624.750,00 €	
WATER PIPES, GRASS IRRIGATION AND FIRE PROTECTION		512.400,00 €	
RAINWATER SEWERAGE		618.450,00 €	
DOMESTIC SEWERS		576.450,00 €	
MEDIUM TENSION POWER LINES		428.400,00 €	
LOW TENSION POWER LINES		306.600,00 €	
ILUMINAÇÃO PÚBLICA		229.488,00 €	
DATA AND TELEPHONE LINES		141.750,00 €	
GAS NETLINES		157.605,00 €	
MUNICIPAL SOLID WASTE		98.000,00 €	
Landscaping		110.816,79 €	considered 3% over the value c
Inspection		147.755,72 €	
Licences and Permits		38.047,10 €	
Other expenses		19.023,55 €	
Total Investment in infrastructures		4.359.536,16 €	

(Source: Author)

7.7. **Townhouses V3**

V3 Modern house were selected by 42% of the Survey respondents, therefore the author considered 90 single family plot of 2000 m^2 and with a construction area of 250 m^2 an area of 180.000 m^2 were reserve in the PRA of the Townhouse.

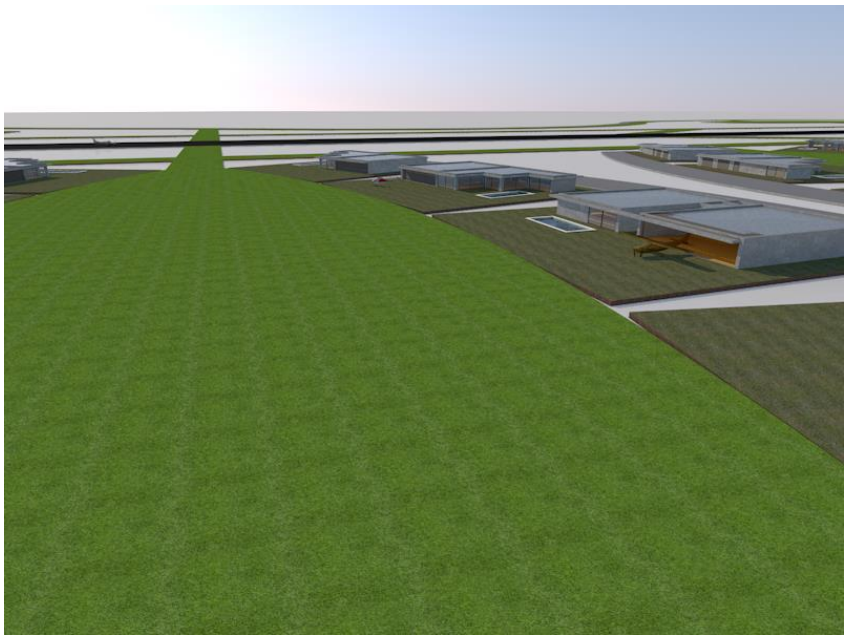
Figure 62-Size of the preferred house according with respondents of the survey



(Source: Pilots' survey)

The proposed architecture solution for the townhouse are groups of 10 house in cul-de-sac grass taxiway model with front drive-in entrance like figure 76.

Figure 63-Townhouse photomontage



(Source: Author)

Figure 64-Townhouse project



(Source: Author)

Table 18-V3 Townhouses budget

Building Single Family Plots		90	Average townhouses 250m2 Construction area 48,000m2 Occupancy area 100,000m2
Plot (2000m2/lot)	180.000 m2	900.000,00 €	considered 5€/m2
Studies & projects Special Netlines		1.125.000,00 €	5% of the construction value
Construction / Urbanism	22.500 m2	22.500.000,00 €	considered 1000€/m2
Inspection		900.000,00 €	4% of the construction value
Lanscaping		1.125.000,00 €	5% of the construction value
Infrastructures		450.000,00 €	2% of the construction value
Licenses and permits		225.000,00 €	1% of the construction value
Other expenses		225.000,00 €	1% of the construction value
		27.450.000,00 €	

(Source: Author)

7.8. **Villas V4**

According to the survey, there are no statistically relationship between the house size and the number of aircrafts to park in the hangar. Although we expected a positive relationship between the size of the house and hangar, that was not the case. Conversely, those with a bigger household, unsurprisingly request a bigger house. Exactly 36% request a four-bedroom house. Therefore, for thirty 5,000 m^2 lots, the PRA envisages a total of 30 villas at 400 m^2 each, complete with a hangar for 2 aircraft.

Table 19-Relationship between House Size and nº of Aircraft to park in the home hangar

	Q33: How many aircraf...in the Hangar-House?					
Q32: What...airpark?	One	Two	Three	Four	None	Total
V1 One Bedroom	1.0%	0.0%	0.0%	0.0%	0.0%	
V2 Two Bedroom	12.5%	13.6%	0.0%	100.0%	33.3%	
V3 Three Bedroom	44.8%	31.8%	100.0%	0.0%	33.3%	
V4 Four Bedroom	34.4%	50.0%	0.0%	0.0%	33.3%	
V5 Five Bedroom or hig...	7.3%	4.5%	0.0%	0.0%	0.0%	
Total	100.0%	100.0%	100.0%	100.0%	100.0%	

(Source: Pilots' survey)

Table 20-Relationship between House Size and household

	Q31: How many people are in your household							
Q32: What...airpark?	One	Two	Three	Four	Five	Six	Seven	Total
V1 One Bedroom	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
V2 Two Bedroom	16.7%	32.0%	19.4%	5.0%	0.0%	0.0%	0.0%	
V3 Three Bedroom	50.0%	48.0%	50.0%	40.0%	20.0%	33.3%	0.0%	
V4 Four Bedroom	16.7%	16.0%	27.8%	47.5%	66.7%	33.3%	100.0%	
V5 Five Bedroom or hig...	0.0%	4.0%	2.8%	7.5%	13.3%	33.3%	0.0%	
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

(Source: Pilots' survey)

Table 21-Villas Budget

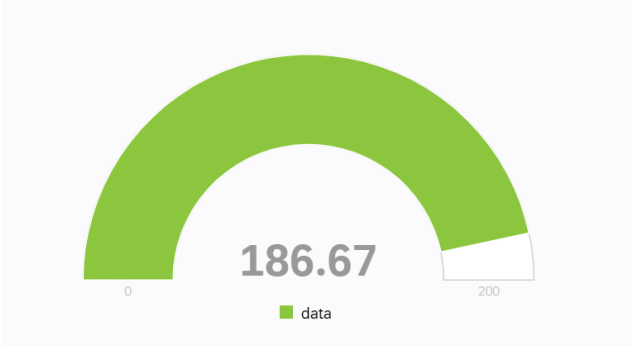
Building Single Family Plots Premium		30	Single-family homes averaging 400m2 Construction area 24,000m2 Occupancy area 300,000m2
Plot (5000m2/lot)	60.000 m2	300.000,00 €	considered 5€/m2
Studies & projects Special Netlines		900.000,00 €	5% of the construction value
Construction / Urbanism	12.000 m2	18.000.000,00 €	considered 1200€/m2
Inspection		720.000,00 €	4% of the construction value
Lanscaping		900.000,00 €	5% of the construction value
Infrastructures		360.000,00 €	2% of the construction value
Licenses and permits		180.000,00 €	1% of the construction value
Other expenses		180.000,00 €	1% of the construction value
		21.540.000,00 €	

Source: Author

7.9. **Compound Maintenance fee**

The compound maintenance cost was calculated in order to satisfy respondents request, an average value of €200,00/month.

Figure 65-Compound Maintenance fee



(Source: Pilots' survey)

7.10. **Budget**

The total investment budget is €75.593.436,16 if we consider the construction of the villas or €15.4448.436,16 without the villas. These values consider a unique contract and 2022 prices. It includes the infrastructures, projects, studies, licensing, management, construction of the hotel, club house, track, commercial areas, landscape, etc. The budget details for year 1 is in Appendix M.

Table 22-Portugal Residential Airpark Budget

BUDGET		
INVESTMENT (at 2022 prices)	Total	Observações
Total Investment in infractures of Lots including Runway	15.448.436,16 €	
TOTAL INVESTMENT Incluinding Real Estate	64.438.436,16 €	
TOTAL INVESTMENT Incluinding Real Estate and Hotel	75.593.436,16 €	

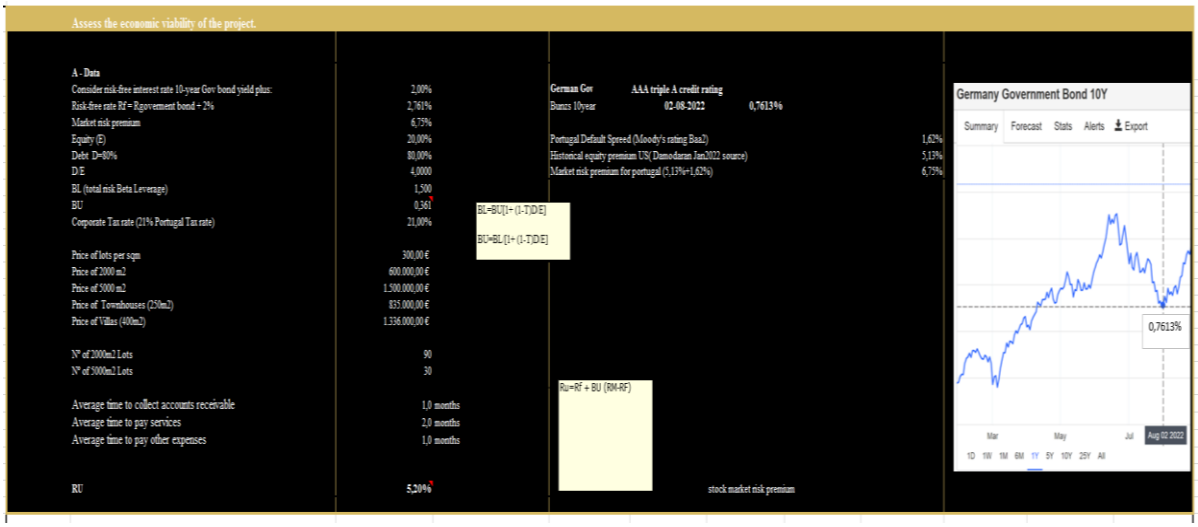
(Source: Author)

Although the project should be implemented in phases of 10 houses, the minimum economic value to pay the hotel investment and take advantage of resort project is 15 plots.

7.10.1. **Investment decision PRA**

Assuming the data available to the author at the time of this project and assuming the macro-economic discussed in the previous chapters:

Figure 66-Data for the Economic and Finance Viability of the PRA



For a full-size picture check Appendix T – Economic and Financial Analysis

Source: Author

For the economic and finance viability the author took a very conservative approach. A debt of 80% Germany Government Bond of 10Y 0,7613% RU of 5,20% and a Beta Unlevered of 0,4% (figure 66), considering Stock market risk premium of Damodaran for Portugal of 6,75%, Moody's Baa2 was considered.

7.10.2. **Depreciation**

A horizon of 20 years was considered extending from year 1 to 20 according to the schedule in Appendix L, it has also taken into consideration an inflation rate of 2.5% because the estimate for 2023 and 2024 is that inflation will be at historical values:

Depreciation for a total investment of €75,593,436.00 as follows:

Table 23-PRA Depreciation Map

I -Depreciations						6,75%
	Price	**Depreciation rate**	**Depreciation period (years)**	**Annual depreciation**	**Accumulated depreciation**	**Net book value**
Hotel Cabanas + Club house	11.386.000	5%	20	569.300	11.386.000	0
Lots Infractures and Runway	4.655.036	5%	20	232.752	4.655.036	0
Townhouse	27.450.000	5%	20	1.372.500	27.450.000	0
Villas	21.540.000	5%	20	1.077.000	21.540.000	0
Rustic Plot of land	6.510.000	5%	20	325.500	6.510.000	0
Other Costs	4.052.400	5%	20	202.620	4.052.400	0
Total	75.593.436			3.779.672	75.593.436	0
Investment horizon (useful life highest purchase asset "Townhose")		20 Years				

Source: Author

7.10.3. **Income Statement**

For the income statement the author assumed the survey and current Hotel occupation and rate used by the tourisms sector market and is:

Table 24-Income Statement of PRA

II - Income Statement	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Inflation Rate		2,5%	5,0%	7,5%	10,0%	12,5%	15,0%	17,5%	20,0%	22,5%	25,0%	27,5%	30,0%	32,5%	35,0%	37,5%	40,0%	42,5%	45,0%	47,5%
Hotel Cabanas	0	0	0	0	2.810.280	2.874.150	2.938.020	3.001.890	3.065.760	3.129.630	3.193.500	3.257.370	3.321.240	3.385.110	3.448.980	3.512.850	3.576.720	3.640.590	3.704.460	3.768.330
Club House	0	0	224.201	229.539	469.755	480.431	491.108	501.784	512.460	523.136	533.813	544.489	555.165	565.841	576.518	587.194	597.870	608.546	619.223	629.899
Nº of Lots sold of 2000sqm	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
Lots 2000 sqm	0	0	3.395.294	3.414.706	3.434.118	3.573.529	3.652.941	3.732.353	3.811.765	3.891.176	3.970.588	4.050.000	4.129.412	4.208.824	4.288.235	4.367.647	4.447.059	4.526.471	4.605.882	0
Nº of Lots sold of 5000sqm	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
Lots 5000 sqm	0	0	2.779.412	2.845.588	2.911.765	2.977.941	3.044.118	3.110.294	3.176.471	3.242.647	3.308.824	3.375.000	3.441.176	3.507.353	3.573.529	3.639.706	3.705.882	3.772.059	3.838.235	0
Nº of Townhouse sold	0	0	0	3	5	5	6	6	6	5	5	5	5	5	6	6	6	6	6	4
Townhouse	0	0	0	2.692.075	4.592.500	4.696.875	5.761.500	5.886.750	6.012.000	5.114.375	5.216.750	5.323.125	5.427.500	5.531.875	6.763.500	6.888.750	7.014.000	7.139.250	7.264.500	4.926.500
Nº of Villas Sold	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	4
Villas	0	0	0	0	1.469.600	3.006.000	3.072.800	3.139.600	3.206.400	3.273.200	3.340.000	3.406.800	3.473.600	3.540.400	3.607.200	3.674.000	1.870.400	1.903.800	1.937.200	7.882.400
Cost 2000 sqm Lots Sale	0	0	520.456	532.848	545.240	557.631	570.023	582.415	594.807	607.199	619.590	631.982	644.374	656.766	669.158	681.549	693.941	706.333	718.725	0
Cost 5000 sqm Lots Sale	0	0	433.713	444.040	454.368	464.693	475.019	485.345	495.672	505.998	516.325	526.652	536.978	547.305	557.631	567.958	578.284	588.611	598.937	0
Cost of Townhouse Sale	0	0	0	983.625	1.677.500	1.716.825	2.104.500	2.150.250	2.196.000	1.868.125	1.906.250	1.944.375	1.982.500	2.020.625	2.470.500	2.516.250	2.562.000	2.607.750	2.653.500	1.799.500
Cost of Villas Sale	0	0	0	0	789.800	1.615.500	1.651.400	1.687.300	1.723.200	1.759.100	1.795.000	1.830.900	1.866.800	1.902.700	1.938.600	1.974.500	1.005.200	1.023.150	1.041.100	4.236.200
Cost of services	855.601	876.991	4.781.241	3.997.208	4.090.167	537.915	549.868	561.822	573.776	585.729	597.683	609.637	621.590	633.544	645.498	657.451	669.405	681.358	693.312	705.266
Cost of other expenses	0	0	78.750	80.625	82.500	84.375	86.250	88.125	90.000	91.875	93.750	95.625	97.500	99.375	101.250	103.125	105.000	106.875	108.750	110.625
Salaries	100.000	102.500	107.625	115.697	234.323	355.731	480.166	607.510	737.889	871.384	1.008.002	1.147.885	1.291.017	1.437.523	1.587.445	1.740.848	1.897.787	2.058.353	2.222.583	2.390.548
EBITDA	-955.601	-979.491	417.129	3.028.676	7.874.135	12.277.411	13.043.275	13.209.918	13.373.527	12.884.788	13.028.888	13.169.762	13.307.340	13.441.580	14.287.896	14.428.480	13.700.318	13.818.299	13.932.607	7.964.998
Annual depreciation	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672	3.779.672
EBIT	-4.735.273	-4.759.163	-3.362.543	-750.996	4.094.463	8.497.739	9.263.603	9.430.246	9.593.855	9.105.116	9.249.216	9.390.090	9.527.676	9.661.908	10.508.224	10.648.808	9.920.646	10.038.627	10.152.935	4.185.326
Corporate Tax Rate (T=21%)	-994.407	-999.424	-706.134	-157.709	859.837	1.784.525	1.945.357	1.980.352	2.014.710	1.912.074	1.942.535	1.971.919	2.000.812	2.029.001	2.206.727	2.236.250	2.083.336	2.108.112	2.132.116	878.918
EBIT(1-T) net operation income	-3.740.865	-3.759.739	-2.656.409	-593.287	3.234.626	6.713.214	7.318.246	7.449.894	7.579.146	7.193.042	7.306.681	7.418.171	7.526.864	7.632.907	8.301.497	8.412.558	7.837.311	7.930.515	8.020.819	3.306.407
Operating Cash Flow = EBIT (1-T) + Depreciat	38.806	19.933	1.123.263	3.186.385	7.014.298	10.492.885	11.097.918	11.229.566	11.358.817	10.972.713	11.086.552	11.197.843	11.306.536	11.412.579	12.081.169	12.192.230	11.616.982	11.710.187	11.800.491	7.086.079

For a full-size picture check Appendix M - Budget

(Source: Author)

The EBITDA or the whole project is €162M and EBIT (1-T) is €66M with an average annual EBTIDA of 8.1M/year

7.10.4. **Investment in Working Capital**

For year one till three the project needs €132K on the 3rd and consecutive year the project is already generating WC with exception of year,17 and 20

Table 25-Investment in Working Capital for PRA

III - Working Capital	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
1. Operating financial needs																				
Accounts receivable	0	0	538.243	765.227	1.132.206	1.467.412	1.580.042	1.614.230	1.640.758	1.597.848	1.630.457	1.660.066	1.686.676	1.720.285	1.854.031	1.889.910	1.767.662	1.799.227	1.830.793	1.432.928
2. Operating financial resources																				
Accounts payable (services)	142.600	146.165	796.072	666.201	681.634	88.622	91.645	93.637	95.628	91.622	93.614	101.606	100.598	105.591	107.583	109.575	111.567	113.560	115.552	117.544
Accounts payable (other expenses)	0	0	6.561	6.716	6.872	7.029	7.186	7.344	7.500	7.656	7.813	7.969	8.125	8.281	8.438	8.594	8.750	8.906	9.063	9.219
Working Capital (1.-2.)	-142.600	-146.165	-264.390	92.309	443.700	1.370.761	1.401.210	1.513.449	1.537.630	1.442.570	1.523.031	1.551.492	1.581.952	1.614.413	1.738.011	1.771.791	1.647.345	1.676.761	1.706.178	1.307.163
Investment in WC	-142.600	-3.565	-123.023	367.500	531.460	746.962	110.482	32.200	32.200	-53.039	80.461	80.461	80.461	80.461	124.338	32.200	-123.667	29.417	29.417	-399.015

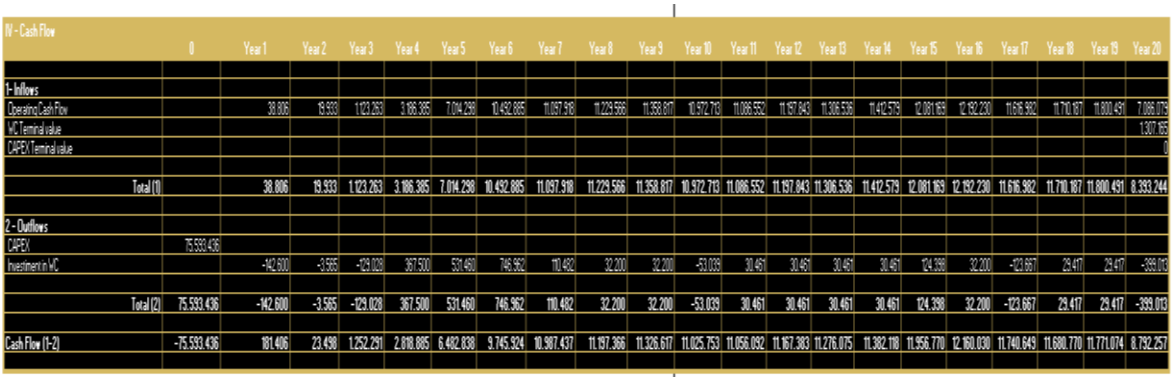
For a full-size picture check Appendix M - Budget

(Source: Author)

7.10.5. **Cash Flow**

The Cash Flow is always positive.

Table 26-Cash Flow Map of PRA



IV - Cash Flow	0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
1- Inflows																					
Operating Cash Flow		38.806	19.933	1.123.263	3.186.385	7.014.298	10.492.885	11.097.918	11.229.566	11.358.817	10.972.713	11.086.552	11.197.843	11.306.536	11.412.579	12.081.969	12.192.230	11.616.982	11.730.187	11.800.491	7.086.079
MC Terminal value																					1.307.165
CAPEX Terminal value																					0
Total (1)		38.806	19.933	1.123.263	3.186.385	7.014.298	10.492.885	11.097.918	11.229.566	11.358.817	10.972.713	11.086.552	11.197.843	11.306.536	11.412.579	12.081.969	12.192.230	11.616.982	11.730.187	11.800.491	8.393.244
2 - Outflows																					
CAPEX	75.533.436																				
Investment in MC		-142.600	-3.565	-129.028	367.500	531.460	746.962	110.482	32.200	32.200	-53.039	30.461	30.461	30.461	30.461	124.398	32.200	-123.667	29.417	29.417	-399.013
Total (2)	75.533.436	-142.600	-3.565	-129.028	367.500	531.460	746.962	110.482	32.200	32.200	-53.039	30.461	30.461	30.461	30.461	124.398	32.200	-123.667	29.417	29.417	-399.013
Cash Flow (1-2)	-75.533.436	181.406	23.498	1.252.291	2.818.885	6.482.838	9.745.924	10.987.437	11.197.366	11.326.617	11.025.753	11.056.092	11.167.383	11.276.075	11.382.118	11.956.770	12.160.030	11.740.649	11.700.770	11.771.074	8.792.257

For a full-size picture check Appendix M - Budget

(Source: Author)

7.10.6. **Economic Viability Analysis**

The Economic Viability Analysis took into consideration the previous data and is based on NPV, IRR and the Payback,

NPV

O Net Present Value for the PRA project is of **€3.270.601,38** so while positive, and is a clear indication of the performance of the project.

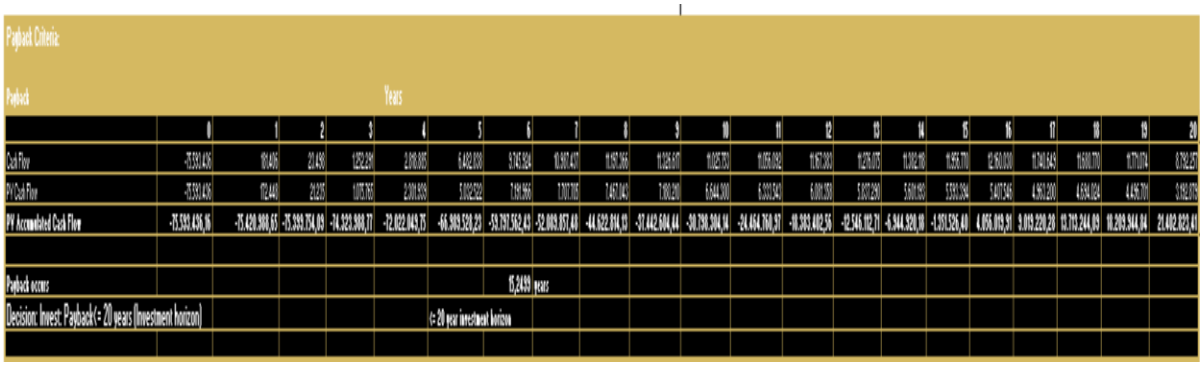
IRR

The Internal Rate of Return is **5,58%** and RU is **5,19%.** Given that the IRR>RU is another indication to invest.

Payback

The time frame for the project is 20 years and the payback occurs at year **18,33** therefore, a lower payback than the maturity of the project

Table 27-Payback Map of PRA



For a full-size picture check Appendix U- Budget

(Source: Author)

7.10.7. **Financial Analysis**

The Financial analysis assumed a debt of 75% a ratio of equity/debt 25/75, and a scenario of interest from 0,5% till 11,5% the conclusion is that with the introduction of debt the project gain performance due to the reduction of the corporate Tax, but above 9,50% of interest the project loses the financial and economic viability as Table 28:

Table 28-Cost of Debt by Bank loan

Cost of Debt (RD) Bank A	NPV (WACC)
	25.109.131,30
0,50%	50030591,28
1,00%	45533021,39
1,50%	41232564,82
2,00%	37119309,75
2,50%	33183895,86
3,00%	29417481,13
3,50%	25811710,72
4,00%	22358687,92
4,50%	19050946,84
5,00%	15881426,93
5,50%	12843449,12
7,50%	1885512,59
9,50%	-7416973,20
11,50%	-15350029,43

(Source: Author)

7.11. **KPIs**

The project performance evaluation indicators follow the following logic:

Table 29-KPI's Model of evaluation

PRODUCT BREAKDOWN STRUCTURE				
ID	Product	Acceptance Criteria		
	Portugal Airpark	**Metric**	**Type**	**pected Va**
1	**Project Initiation**			
1,1	Evaluation and Recommendation	Review	0-5	3,5
1,2	Project Charter	Template	Yes/No	Yes
2	**Planning**			
2,1	Kick off meeting	Go or No Go project	Yes/No	Yes
2,2	Project scheduling	Compliance	Yes/No	Yes
2,3	Requirement Document	Compliance	Yes/No	Yes
2,4	Subcontractor's Agency Criteria	Annual Sales K€	0-10	7
2,41	Target Zone	Survey Area	Yes/No	Yes
2,42	Time Frame	Project planning Compliance Month	0-5	3
2,5	Project Budget	Project Chart Budget Value	With-in/Out	With-in
3	**Execution**			
3,1	Sub Contractors Contract			
3,11	Market search	*CMVM* (creditor hypothecaries)	%	<60%
3,12	Decision Making	Compliance	Yes/No	Yes
3,13	Acquisition	Compliance	Yes/No	Yes
3,14	Legal Registration	Compliance	Yes/No	Yes
3,2	Architecture Project			
3,21	Design	Review	0-5	3,5
3,22	Budget	Budget	With-in/Out	With-in
3,3	Project Internet Site	Review	0-5	3,5
3,4	Legal requirement Authorities Clearance			
3,41	Insurance	Insurance Policy Analise Matrix	0-5	3,5
3,42	City Hall Authorization	Compliance	Yes/No	Yes
3,43	Contractors agreement	Compliance	Yes/No	Yes
4	**Closing**			
4,1	Handover to Operation	Months	0-6	4
4,11	Marketing and Sales Program	Review	0-5	3,5
4,12	Reviews	Review	0-5	3,5
4,13	Proprieties For Sale	Value gap	%	>10-20%
4,2	Monitor and Control of the project	Monthly Report	0-2	1
4,3	Contingency Reserve	Fund/Time	0-200%	100%

(Source: Author)

7.12. **Property Option**

7.12.1. **Option One Herdade da Ferraria – Sesimbra**

Figure 67-Portugal Airpark option One



Source: Setubal PDM

It is in the municipality of Sesimbra near the Albufeira lagoon 30 minutes from Lisbon. It has 368 ha and capacity for about 50 plots and a hotel, golf course and track with an acquisition cost of €22.000.000,00 is outside the maximum budgeted value for the land which is 6.510.000,00 however taking into account the real estate negative evaluation 2023 and the location less than 30 min from Lisbon the architecture project Appendix – R is based in this location, anyway the author had analyses also other location as plan B.

7.12.2. **Option Two Tomar**

Figure 68-Portugal Airpark Tomar Option Two



Source: Remax real estate

It is in the municipality of Tomar about 1 hour from Lisbon. It has 367 ha and an acquisition cost of €14.000.000.00, this option is also not economically viable.

7.12.3. **Option Three Pero Pinheiro**

Figure 69-Portugal Airpark Plot Near Belas Club Campo Option Three



Source: Remax real estate

Located in the municipality of Sintra about 30 min from Lisbon. It has 200 ha and an acquisition cost of €10.000.000,00 if we consider the depreciation forecasted for 2023 of 20%, we have a land with a discount price compatible with the budgeted value.

7.12.4. **Option Four Vila Nova de Milfontes**

Figure 70-Portugal Airpark Herdade Vila Nova de Milfontes Option Four



Source: Remax real estate

Located in the municipality of Odemira with about 215 ha on the Costa Vicentina close to the beaches and has an acquisition cost of €5,900,000.00. This option will have right away a direct gain in the value of the lot of about €610,000.00.

7.12.5. **Option Five Reguengos de Monsaraz**

Figure 71-Portugal Airpark Alqueva plot Option Five



Source: Remax real estate

Located in the municipality of Reguengos and Monzaraz near the Spanish border and on the banks of Alqueva. It has an area of 342 ha and an acquisition price of 4,800,000.00. For the budgeted value of the land of €6,510,000.00 we have a gain €1,710,000.00 in the difference of the budgeted value for the land.

Considering the projected plans herein as well as the base values of the studied land plots and its evolution in the real estate market in the next 2 years, the Author is of the opinion that one must bet in the land option 1, because it offers the best conditions of location given its proximity to the coast and its proximity to Lisbon. The major drawback, however, are the restrictions associated with its proximity to Serra da Arrabida not allowing a direct approach to runway 33 which would be the most used considering the prevailing winds at the site as well as its proximity to P2 north of the head of runway 15

8. Financing the project

A traditional financing scheme for a construction project will be to finance the land with equity and the construction with borrowed capital at 75% and the remainder with equity, construct and depreciate the borrowed capital after the constructions are sold. To dispose of the Hotel Cabanas we could consider selling them after construction with a contracted return, to be paid from the revenue from the exploitation. The runway should be financed with equity and kept in the ownership of the developer.

The PRR component 5 will help the project to increase competitiveness and resilience by complementing equity.

This program can be addressed to any company that has equity available for investment and needs additional funding for their projects. It is not limited by size or sector; any business would benefit from this program because it encourages diversification and specialization of the productive structure.

The PRA should be opened to this opportunity or to other shareholders either by direct funding in the capital or by partnering with them through crowdfunding so that everyone can get involved

9. Conclusions

The PRA is an innovative project unique in southern Europe. When considering the climate and the population density in Portugal and the region of Lisbon as well as its ability to attract foreign investment makes this the ideal place to build an AR. The objective of the PRA is to give aircraft owners a unique place with the possibility and solve a current problem which is the distance between the aircraft and their owners. The methodology used followed the academic process, which consisted of a literature review, an exhaustive study of the some of the most successful airparks in the world (including some visits to the RA), namely in the USA, a survey conducted to pilots, and concludes with a proposal presented by the author. Although the project is economically viable and presents very attractive returns, the author recommends that the project be carried out in phases of 10 houses taking into account the minimum of 15 for its viability. The project must start as soon as the intention of acquisition of 20 units is confirmed. Interest has been declared previously in 50 houses.

Considering the PESTEL analysis, the high inflation and the current crisis, 2023 may and perhaps will be the year of the studies and to launch the project. The economic data seems to show that the beginning of 2024 the indicators points to normalization of the economy and recovery of markets.

The uniqueness of our business plan, combined with Portugal's favourable conditions such as its extensive outdoor amenities, exciting terrain, and rural landscape offer ways to attract prospective visitors who own private planes making us one-of-a-kind poles in developing global economies, while also increasing market share abroad. Moreover, marketing trends show Aeroturism within many niche communities (for example those surrounding Sillaing Airpark or Bornajo) adds financial incentives in improving this location's reputation globally.

Considering the economic and financial viability of the project, its innovative nature and the expected impact on the local economy, the author concludes that the project should proceed to the implementation phase.

The economic and financial plan followed the metrics collected by the markets the NPV of 3.270.601,38€ and the NPV(WACC) of 13.697.481,59€, IRR of 5,58% for a RU of 5,19% a Payback period lower than the maturity of the project.

As we can see in Appendix T, a PRA Investment decision, the NPV of the project is greater than zero and therefore the investment recommendation. The IRR is also higher than Ru and therefore also with the recommendation to invest. Lastly, the Payback period is not so widely used abroad but with strong implementation in economic studies in Portugal. Since the Payback is less than the useful life of the project and considering that we are talking about a real estate investment of long duration, naturally, the Payback reference will be to invest.

The author suggests the investment decision.

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Appendix A – Alentejo Airpark

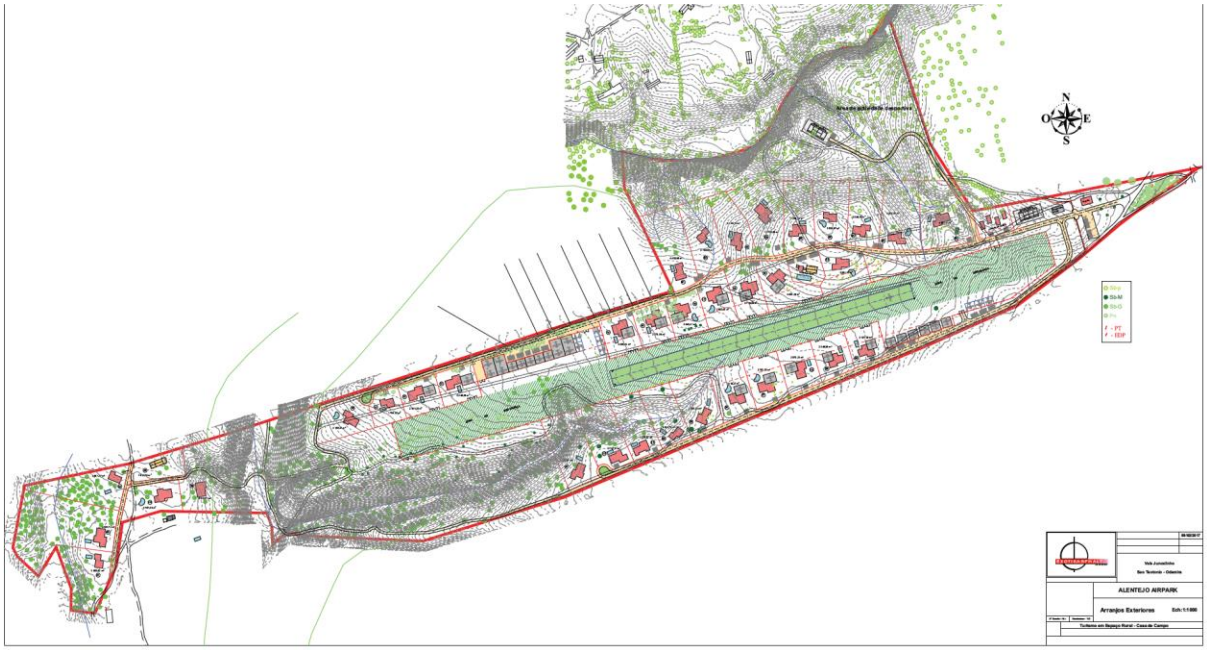


Figure 58 - Alentejo Airpark Project



Figure 59 - Alentejo Airpark Infographics

Appendix B – FAA

FAA is the USA agency for aviation is one of the most important world civil players, they regulate Air Traffic Services, Airports, Crews, Aeroplanes and Aeroplanes builders are under the umbrella of FAA like the Boeing Company or Space X of Elon musk.

P.L. 112-95 Section 136

Subtitle D—Airport Improvement Program Modifications

SEC. 136. AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.

(a) IN GENERAL. —Section 47107 is amended by adding at the end the following:
‘‘(t) AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS. —
‘‘(1) IN GENERAL.—Subject to paragraph (2), a sponsor of a general aviation airport shall not be considered to be in violation of this subtitle, or to be in violation of a grant assurance made under this section or under any other provision of law as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor enters into an agreement that grants to a person that owns residential real property adjacent to or near the airport access to the airfield of the airport for the following:
‘‘(A) Aircraft of the person.
‘‘(B) Aircraft authorized by the person.
‘‘(2) THROUGH-THE-FENCE AGREEMENTS.
‘‘(A) IN GENERAL.
An agreement described in paragraph
(1) between an airport sponsor and a property owner (or an association representing such property owner) shall be a written agreement that prescribes the rights, responsibilities, charges, duration, and other terms the airport sponsor determines are necessary to establish and manage the airport sponsor’s relationship with the property owner.

‘‘(B) TERMS AND CONDITIONS.

An agreement described in paragraph (1) between an airport sponsor and a property owner (or an association representing such property owner)

shall require the property owner, at minimum—

‘‘(i) to pay airport access charges that, as determined by the airport sponsor, are comparable to those charged to tenants and operators on-airport making similar use of the airport;

‘‘(ii) to bear the cost of building and maintaining the infrastructure that, as determined by the airport sponsor, is necessary to provide aircraft located on the property adjacent to or near the airport access to the airfield of the airport;

‘‘(iii) to maintain the property for residential, non-commercial use for the duration of the agreement;

‘‘(iv) to prohibit access to the airport from other properties through the property of the property owner;

and

‘‘(v) to prohibit any aircraft refuelling from occurring on the property.’’.

(b) APPLICABILITY.

The amendment made by subsection (a) shall apply to an agreement between an airport sponsor and a property owner (or an association representing such property owner) entered into before, on, or after the date of enactment of this Act.

P.L. 115-254 Section 185

SEC. 185. GRANDFATHERING OF CERTAIN DEED AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.

Section 47107(s) of title 49, United States Code, is amended by adding at the end the following:

‘‘(3) EXEMPTION.

The terms and conditions of paragraph (2) shall not apply to an agreement described in paragraph (1) made before the enactment of the FAA Modernization and Reform Act of 2012 (Public Law 112–95) that the Secretary determines does not comply with such terms and conditions but involves property that is subject to deed or lease restrictions that are considered perpetual and that cannot readily be brought into compliance. However, if the Secretary determines that the airport sponsor and residential property owners are able to make any modification to such an agreement on or after the date of enactment of this paragraph, the exemption provided by this paragraph shall no longer apply.’’.

Sample Residential Through-the-Fence (RTTF) Access Plan

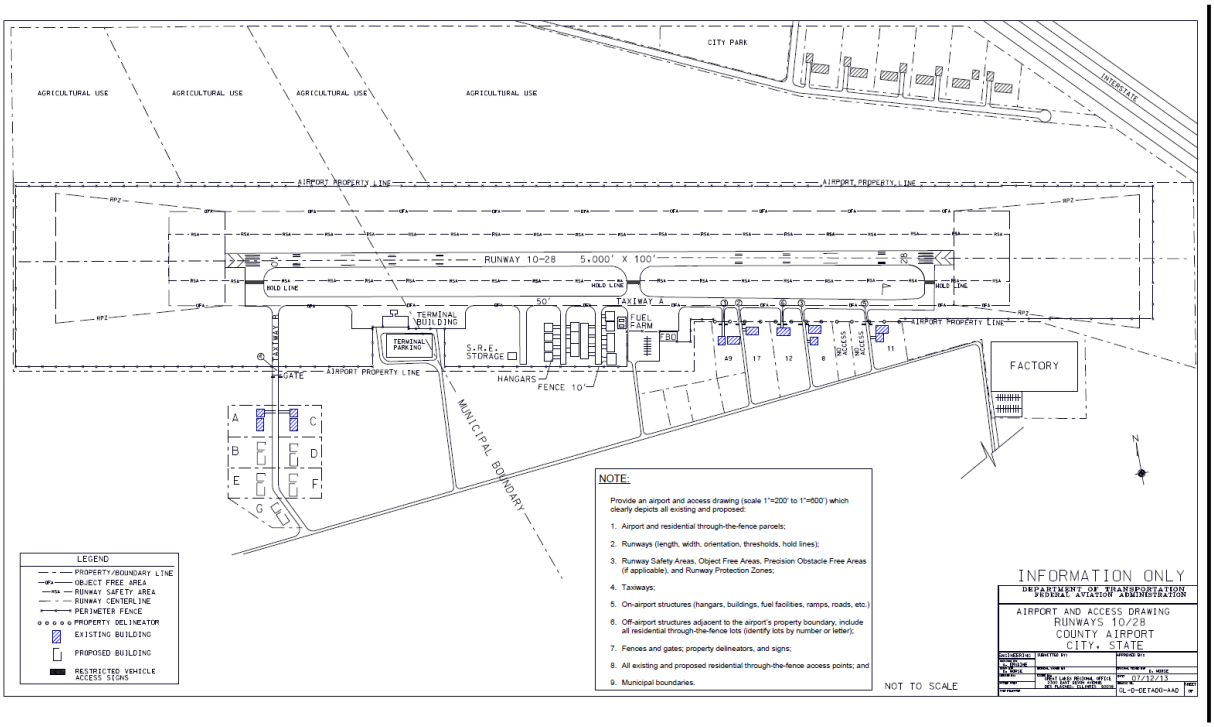
Table of Contents Page

Abbreviations and Definitions 1

Airport Background 2
Compliance with the Law 3
General Authority for Control of Airport Land and Access 4
Safety of Airport Operations 6
Recovery of Costs for Operating the Airport 8
Protection of Airport Airspace 9
Compatible Land Uses Around the Airport 10
Best Practices 11
Certification 12
Attachments 13
Drawing
RTTF Summary Table
Enabling Instruments & Access Agreement Review Sheet(s)
Not Avigation Easements

Sample Layout

Figure 72-Sample Layout of RA with RTTF rules



(Source FAA)

Sample of Residential Trough-the-fence summary Table

Table 30-Residential Trough-the-fence summary

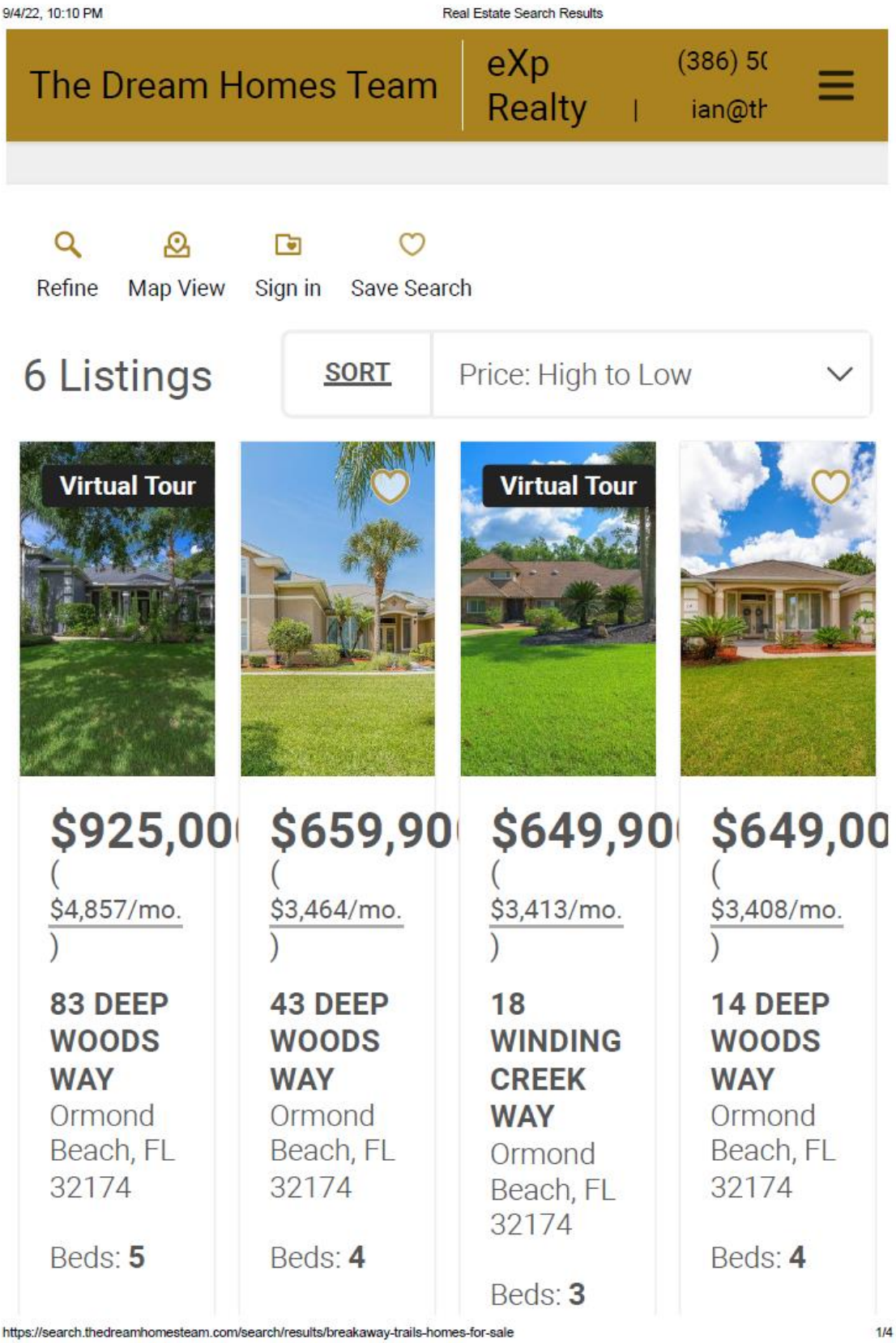
Access Point Referenced on Drawing	Development Name	Lot	Owner	Type of Residential Improvement (identify existing versus proposed)	Enabling Instrument (agreement, lease, deed, easement, etc.)	Date of Execution or Recording	Term in Years	Number of Access Points Granted	Number of Access Points Currently Utilized	Current Zoning & Zoning Authority	Annual Access Fee Collected	Number of Aircraft	Are there any restrictions in the enabling instrument restricting the sale, assignment, or sublease of the property?	Does the enabling instrument comply with Section 136 of P.L. 112-95?
3	N/A	8	Johns	Single family home with detached hangar (existing)	Agreement	8/15/2005 (renewed annually)	1	1	1	Residential (city)	$3,500	1	Yes	Yes
4	Wild West Hangar Homes		Permits all property owners in the Wild West Hangar Home development to utilize access point 4.		Easement	9/8/2010	Perpetual	1	1	None (County)	$20,000		No	Yes
4	Wild West Hangar Homes	A	Green	Single family home with detached hangar (existing)	Easement	9/8/2011	Perpetual	1	1	None (County)	1/7th of the total	2	No	Yes
4	Wild West Hangar Homes	B		Vacant parcel (single family home with detached hangar proposed)						None (County)			No	
4	Wild West Hangar Homes	C	Davis	Single family home with detached hangar (existing)	Easement	9/8/2010	Perpetual	1	1	None (County)	1/7 of the total	1	No	Yes
4	Wild West Hangar Homes	D		Vacant parcel (single family home with detached hangar proposed)										

(Source, FAA)

FAA Guidelines of RA

What we have learned by studying the US policy regarding RA, is that they follow simplified certification rules for all other airfields, but are adapted to security access issues by the Transport Security Agency (TSA), with particular focus on contracts between the managers or owners of the airfield and the owners of the houses in the RA, there is particular focus on contracts and control of houses using the RTTF right, in the US as part of these airfields are financed in the use of maintenance and operation by the DOT. The FAA, as we have seen in this appendix, has detailed rules for the use of the aerodrome, but also develops model contracts and manual plans for the aerodrome, as we have seen in previous chapters and appendix.

Appendix C – [Spruce Creek Real Estate Listing]



Baths:
3 (full)
Sqft:
4,123
Status: **ACTIVI**

Listing courtesy of Nancy Cortez - Adams, Cameron & Co., Realtors

Baths:
4 (full) |
1 (half)
Sqft:
3,343
Status: **ACTIVI**

Listing courtesy of Deana Frechette - Geri Westfall Real Estate

Baths:
3 (full)
Sqft:
3,000
Status: **ACTIVI**

Listing courtesy of Maureen France - Realty Pros Assured

Baths:
3 (full) |
1 (half)
Sqft:
2,658
Status: **ACTIV**

Listing courtesy of Lucas Costello - Costello Realty and Development





$459,00
(
$2,410/mo.
)

47 COQUINA

$419,900
(
$2,203/mo.
)

108 BLACK



18

2584 E Spruce Creek Boulevard

Port Orange, FL

0 Beds ▪ 0 Home (sqft)

0 Baths ▪ 20,909 Lot (sqft)



48

2729 Autumn Leaves Drive

Port Orange, FL

4 Beds ▪ 4,485 Home (sqft)

3 Baths ▪ 27,008 Lot (sqft)

Translate »



35

43 Lazy Eight Drive

Port Orange, FL

4 Beds ▪ 3,270 Home (sqft)

2 Baths ▪ 0 Lot (sqft)



51

2657 Slow Flight Drive

Port Orange, FL

4 Beds ▪ 6,338 Home (sqft)

6 Baths ▪ 19,602 Lot (sqft)

Translate »

Appendix D - European Airparks Status

Country	Airpark Name	Location	Rwys	Area	Nº Plots	Year	Obs
Belgium	Amougies Airpak	Amougies	610mx25m grass Rwy	93 ha	30	1988	7 in
Belgium	Gravity Airpark	Lacs de Eau d'Heure	675mx25m 800mx25m	551 ha	50	1990	0 in use
Filand	Lakeside Airpark-Sassiin	Mänttä-Vilppula	850mx23m	45 ha	54	2016	Proj
France	Aero-Delahaye	Touquet Verchocq	800mx12m tarmac Rwy	5 ha	91	2001	Unknow
France	Atlantic AirPark	Outskirts Chasnais	760mx12m tarmac Rwy	252 ha	28	2000	Unknow
France	Country Air park	Mirande	940mx15m	24 ha	15	1999	Unknow
France	Dinair Village	Côtes d'Armor	835mx25m hard Rwy	23 há	46		U/s
France	Green AirPark	Availles-Limouzine	1050mx20m hard Rwy	45 ha	31	2016	Proj
France	LAC – Le Village Aeronautique des Lac	Biscarrosse	800m x 20m asphalt Rwy	31 ha	63	2006	Unknow
France	Nagado Airpark	*Nogaro*	1kmx20m hard Rwy	24 ha	8	2007	WIP
France	Village Aeronautique de la Boisse	Village of Coex	550m x 30m	61 ha	4	2011	Unknow
Germany	*Müritz Airpark*	Rechlin-Lärz	2380mx50m hard Rwy	270 ha	80	2006	6 Avaib
Germany	Ostsee Airpark (SA)	Rerik	640m x 40m grass Rwy	137 ha	25	2005	19 Avaib
Lithuania	Paluknys Airpark	Liepynu	1300mx50m asphalt Rwy	70 há	64		Unknow
Poland	Mazury Residence	Lake Niegocin	800mx50m	165 ha	140	2004	27 Sold
Spain	Airpark Spain	Murcia	1,217mx23	925 ha	140	2002	U/s
Sweden	*Himmelslätta Airpark*	Gagnef	665mx20m	280 ha	50	2008	Proj.
Sweden	Siljan Airpark (SA)	Siljansnäs	850mx16m asphalt Rwy 850mx30m grass Rwy	270 ha	45	2006	Unknow

Appendix E - World Airpark List

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
Alabama					
BLESSINGS LANDING AIR RANCH 2634 Hwy. 134E	Midland City	AL	36350	https://www.facebook.com/Blessings-Landings-Air-Ranch-739431312816710/	1
CLOUDMONT AIRPARK P.O. Box 435	Mentone	AL	35984	http://www.airnav.com/airport/AL09	2
COLLIER AIRPARK P.O. Box 86	Magnolia Springs	AL	36535	www.airnav.com/airport/2AL1	3
EPPS AIRPARK 1635 Harvest Rd.	Harvest	AL	35749	www.airnav.com/airport/00AL	4
FLYING M RANCH 3996 Canton Hwy.	Cedar Bluff	AL	35973	http://www.fltplan.com/Airport.cgi?AL32	5
HAZEL GREEN AIRPORT 341 Opp Reynolds Rd	Hazel Green	AL	35750	http://www.hazelgreenflyers.com/	6
HEART OF DIXIE AERO ESTATES 6819 Luverne Hwy	Greenville	AL	36037	http://stromthurmond.uslakes.info/AirportInfo.asp?AirportID=68AL	7
LAZY EIGHT AIRPARK 444 Air Park Dr.	Wilsonville	AL	35186	https://www.aopa.org/destinations/airports/AL17/details	8
MOUNT AERO LAKE FARM AIRPORT 377 County Road 543	Bremen	AL	35033	www.airnav.com/airport/2AL7	9
PERDIDO WINDS AIRPARK 8836 Neumann Dr.	Elberta	AL	36530	https://www.airnav.com/airport/AL08	10
ROCKY SPRINGS AIRPARK P.O. Box 334	Arley	AL	35541	http://www.smithlake.info/AirportInfo.asp?AirportID=AL30	11
ROY E. RAY AIRPARK 11317 Airport Road	Irvington	AL	36544	https://www.facebook.com/identifier5R7/	12
SKYWEST AIRPARK 13721 Frank Williams Rd	Mobile	AL	36608	www.airnav.com/airport/62AL	13
TOWN & COUNTRY AIRPARK 30 Aero Drive	Branchville	AL	35120	https://www.airports-worldwide.com/usa/alabama/town_and_country_airpark_alabama.php	14

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
Alaska					
ALASKA AIRPARK P.O. Box 1107	Sterling	AK	99672	https://www.airnav.com/airport/AK01	15
ANCHOR POINT RIVER AIRPARK P.O. Box 913	Anchor Point	AK	99556	https://www.airnav.com/airport/AK00	16
ANCHOR RIVER AIRPARK 72720 Kingair Ave.	Anchor Point	AK	99556	https://www.airnav.com/airport/AK00	17
ANDERSON LAKE AIRPARK 3060 North Lazy Eight Ct. #14	Wasilla	AK	99654	https://www.airnav.com/airport/0AK1	18
BENTALIT VILLAGE AIRPARK PO Box 52	Skwentna	AK	99667	www.bentalitvillageairpark.com	19
BIRCH CREEK LANDING South Pietenpol Circle	Talkeetna	AK	99676	birchcreeklanding.com	20
CUBDIVISION AIRPARK 15 miles East of Wasilla	Talkeetna	AK	99676	www.cubdivision.com	21
DOYLE ESTATES Box 582	Kenai	AK	99611	www.airnav.com/airport/30AK	22
FLYING CROWN AIRPARK 931 Lighthouse Ct.	Anchorage	AK	99515	https://www.alaska.org/detail/flying-crown-airport	23
HONEYBEE LAKE AERO PARK P.O. Box 957	Willow	AK	99688	https://www.airnav.com/airport/25AK	24
JUNE LAKE AIRPARK 4237 E. Meridian Loop	Wasilla	AK	99654	www.airnav.com/airport/06AK	25
KENAI AIRPARK RCMS, Inc. P.O. Box 1290, 501 Buoy Avenue	Kenai	AK	99611	kenai-airpark.com/contact-us/	26
LAKLOEY AIR PARK P.O. Box 58388	Fairbanks	AK	99711	https://www.airports-worldwide.com/usa/alaska/lakloey_air_park_alaska.htm	27
LINCOLN VILLAGE AIRPARK P.O. Box 874793	Wasilla	AK	99687	https://www.airports-worldwide.com/usa/alaska/lincoln_village_airpark_alaska.htm	28
MACKENZIE COUNTRY AIRPARK 61.255 / -149.974	Point Mackenzie	AK	99654	https://www.airnav.com/airport/2AK0	29
MCGAHAN INDUSTRIAL AIRPARK P.O. Box 7146	Nikishka	AK	99635	https://www.airnav.com/airport/AK73	30

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
NIKLASON LAKE ESTATES P.O. Box 876777	Wasilla	AK	99687	https://airportguide.com/airport/info/3AK2	31
RUSTIC WILDERNESS AIRPARK P.O. Box 96	Willow	AK	99688	https://www.airnav.com/airport/02AK	32
SCOOTER'S AIRPARK COMMUNITY P.O. Box 1150	Sterling	AK	99672	https://www.facebook.com/pages/category/Transit-System/Scooters-Airpark-103592514381704/	33
SHIRLEY LAKE AIRPARK P.O. Box 752	Willow	AK	99688	https://www.airnav.com/airport/AK90	34
SKWENTNA AIRPORT AIRPARK P.O. Box 1107, Sterling, AK 99672	Skwentna	AK	99645	www.airnav.com/airport/PASW	35
SKY RANCH AT PIONEER PEAK 3060 Lazy Eight Ct. #14, Suite 3	Wasilla	AK	99654	https://www.funplacestofly.com/Airport-Info-Sky-Ranch-At-Pioneer-Peak-Alaska	36
STERLING AIRPARK 39610 Sterling Air Park St.	Sterling	AK	99672	www.airnav.com/airport/40AK	37
WASILLA CREEK AIRPARK 4400 North Palmer-Fishhook Road	Palmer	AK	99645-9613	http://www.airnav.com/airport/05ak	38
WILLOW AIRPARK P.O. Box 889	Willow	AK	99688	http://www.airnav.com/airport/pauo	39
WOLF LAKE AIRPORT AIRPARK 6382 E. Beechcraft Road	Wasilla	AK	99654	www.wolflakeairport.biz/	40
Arizona					
BIG SPRINGS RANCH P.O. Box 148	Paulden	AZ	86334	http://www.airnav.com/airport/AZ27/	41
CAREFREE SKYRANCH 8302 E. Cave Creek Rd.	Carefree	AZ	85337	skyranchcarefree.com	42
CASTLE WELL AIRPARK P.O. Box 61242, 41914 N. 251st Ave	Phoenix	AZ	85082-1242	azpilots.org/news/50036-airparks/50226-castle-well-airpark	43
EAGLE AIRPARK 46 Aviation Drive	Mohave Valley	AZ	86440	www.airnav.com/airport/A09	44
EAGLE ROOST AIRPARK P.O. Box787	Aguila	AZ	85320	https://www.eagleroost.org/_aboutUs/AboutUs.php	45
EAGLETAIL RANCH AIRPARK 54652 W. Sunland Ave.	Tonopah	AZ	85354	https://www.airparkmap.com/home/arizona-airparks/eagletail-ranch-az-99az	46

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
FLYING DIAMOND AIRPARK P.O. Box 1056	Sahuarita	AZ	85629	www.fdairpark.com/	47
HANGAR HACIENDAS AIRPARK P.O. Box 99	Laveen	AZ	85339	www.hangarhaciendas.com/	48
HANGAR HACIENDAS AIRPARK 10500 S. 27th Ave	Laveen Village	AZ	85339	https://azpilots.org/news/50036-airparks/50241-hangar-haciendas-airpark-az90-laveen-az	49
HIGH MESA AIR PARK 3558 E. High Mesa Rd.	Safford	AZ	85546	highmesaairpark.com/	50
INDIAN HILLS AIRPARK P.O. Box 1113, 66957 Indian Hills Way	Salome	AZ	85348-1113	www.indianhillsairpark.com/	51
LA CHOLLA AIRPARK 1777 W.Cessna Way, Bldg.1	Oro Valley	AZ	85737	www.lachollaairpark.com/	52
LAKESIDE AIRPARK 3644 S. Hwy. 85, Box 12	Buckeye	AZ	85326	www.airnav.com/airport/az05	53
MAZATZAL MOUNTAIN AIR PARK 1500 Cloud Nine Pkwy., Lot #36	Payson	AZ	85541-3512	http://www.airportairparkhomes.com/features/505.asp	54
MOGOLLON AIRPARK HOMEOWNERS ASS'N 2768 Airpark Drive, P.O. Box 1778	Overgaard	AZ	85933	mogollonairpark.com	55
MONTEZUMA HEIGHTS AIRPARK P.O. Box 1749	Camp Verde	AZ	86322	azpilots.org/news/50036-airparks/50196-montezuma-heights-airpark-19az	56
MORETON AIRPARK 36925 S. Moreton Rd	Wickenburg	AZ	85390	azpilots.org/news/50036-airparks/50217-moreton-airpark	57
MUSIC MOUNTAIN AIR RANCH 7252 E. Concho Dr., Ste B #217	Kingman	AZ	86401	www.airnav.com/airport/68AZ	58
PEGASUS AIRPARK 150 E. Alamo Dr., #3, Chandler, AZ 85225	Queen Creek	AZ	85142	http://pegasusairparkaz.com	59
PEGASUS AIRPARK 26580 Crismon Rd.	Queen Creek	AZ	85142	www.pegasus-airpark.com	60
PEGASUS QUEEN CREEK AIRPARK 10049 East Dynamite Blvd. #D140	Chandler	AZ	85225	www.arizonaluxuryestatesrealty.com/Pegasus-Airpark-Land-For-Sale.html	61
PHOENIX REGIONAL AIRPARK/AIRPORT 1900 W. Chandler Blvd. #15-369	Chandler	AZ	85224	http://www.gvdcgroup.com/id61.html	62
RIMROCK AIRPARK North High Mesa Drive, P.O. Box 746	Rimrock	AZ	86335	https://www.facebook.com/pages/category/Airport/Rimrock-Airport-119949601387583/	63

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
RUBY STAR AIRPARK Hc 70 Box 4610	Tucson	AZ	85705-3965	rubystarairpark.com/	64
SKYRANCH AT CAREFREE 8302 E. Cave Creek Road, P.O. Box 3162	Carefree	AZ	85377-3162	skyranchcarefree.com/	65
STELLAR AIR PARK 11 N. Stellar Parkway	Chandler	AZ	85226	www.stellarairpark.org/	66
SUN VALLEY AIRPARK 5096 S. Antelope, Suite 140-201	Mohave	AZ	86426	https://www.facebook.com/pages/category/Airport/Sun-Valley-Airport-Arizona-A20-228764190480296/	67
THUNDER RIDGE AIRPARK P.O. Box 492, 37526 N. 237th Ave	Morristown	AZ	85342	https://www.thunderridgeairpark.com	68
TRIANGLE AIRPARK 20496 N. Mooney	White Hills	AZ	86445	www.airnav.com/airport/AZ50	69
TWIN HAWKS AIRPARK 34552 E. Skyhawk	Marana	AZ	85653	http://www.airnav.com/airport/AZ63	70
TWIN HAWKS AIRPARK Twin Hawks Airpark LLC, P.O. Box 682	Marana	AZ	85653	https://www.aopa.org/destinations/airports/AZ63/details	71
WAGON BOW AIRPARK 18825 E. Simmons Dr.	Kingman	AZ	86401	https://livingwithyourplane.com/listings/wagon-bow-airpark/	72
WESTERN SKY AIRPARK, LLC 4201 N 16th St Suite 203	Phoenix	AZ	85016	http://www.westernskyairpark.com	73
WHETSTONE AIRPARK 35 Hawthorne Street	Huachuca City	AZ	85616	https://www.airnav.com/airport/11AZ	74
WHITE MOUNTAIN LAKE RANCH AIRPARK 1900 Bourdon Ranch Rd., P.O. Box 90764	White Mountain Lake	AZ	85912	https://www.airnav.com/airport/11AZ	75
WISKY RANCH-CHEVLON AIRPARK 149 Boston St.	Chandler	AZ	85225	http://www.wiskyranch.com	76
Arkansas					
ARKAVALLEY AIRPARK 40 Downwind Avenue, Hwy 287	Greenbrier	AR	72058	https://www.facebook.com/pg/arkavalley/posts/	77
BONDAIR AIRPARK 779 Bondair Road	Higden	AR	72067	https://www.airnav.com/airport/06AR	78

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
BYRD'S BACKCOUNTRY AIRPARK 8008 Cass Oak Road	Ozark	AR	72949	https://byrdsadventurecenter.com/fly/	79
COUNTRY AIR ESTATES 1423 Lingo Rd.	Lonoke	AR	72086	www.countryairestates.com/	80
CYPRESS CREEK AIRPARK 144 Aviation Way	Austin	AR	72007	http://cypresscreekairpark.com/about-area.html	81
FLYING W AIRPARK 1602 AR-96	Texarkana	AR	71854	https://airnav.com/airport/AR44	82
GASTONS AIRPARK Gastons White River resort, 1777 River Road	Lakeview	AR	72642	https://www.gastons.com/airstrip/	83
HOLLEY MOUNTAIN AIRPARK 2598 Northride Rd	Clinton	AR	72031	www.holleymountainairpark.com/	84
OZARK SKIES AIRPARK 206 Madison 3180	Huntsville	AR	72740	https://www.airnav.com/airport/05AR	85
PINE MOUNTAIN AIRPARK 382 Kingdom Ln.	Yellville	AR	72687	www.airnav.com/airport/6AR9	86
RED OAK AIRPARK 160 Oliver Lane	Cabot	AR	72023	https://www.airnav.com/airport/4AR2	87
TANNENBAUM AIRPARK 1329 Tannenbaum Rd.	Drasco	AR	72530	www.tannenbaum.com/	88
THE VALLEY AIRPARK 562 Valley Airport Pl.	Cotter	AR	72626	www.thevalleyairport.com/	89
WINFIELD AIRPARK 7025 Haggerty Ln	Ozark	AR	72949	www.facebook.com/Winfieldairpark/	90
California					
ABRAHAM RANCH AIRPORT 2537 Pacific Coast Hwy., 221D	Torrancce	CA	90505	www.airnav.com/airport/7CA1	91
ADELANTO RESIDENTIAL AIRPARK 9090 Cactus Road, P.O. Box 207	Adelanto	CA	92301	www.adelantoairport.com	92
AGUA DULCE AIRPARK RANCH 33638 Agua Dulce Canyon Road	Agua Dulce	CA	91390	https://rs.locationshub.com/location_detail.aspx?id=050-2407	93
ALTA SIERRA AIRPORT ESTATES 18713 Cherokee Rd.	Grass Valley	CA	95949	https://activerain.com/blogsview/2565098/airport-airpark-homes---09cl-alta-sierra-airport--grass-valley--homes	94

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
ANCIENT VALLEY AIRPARK 8417 West 20th St. West, P.O. Box 1146	Mojave	CA	93502	https://livingwithyourplane.com/listings/ancient-valley-airpark/	95
BILLY JOE AIRPARK 33800 Linda Rosea Road	Temecula	CA	92592	https://www.airnav.com/airport/37CA	96
BLACKINTON AIRPARK 30114 Airflight Dr	Valley Center	CA	92082	http://www.airnav.com/airport/2ca4	97
BLAKE SKY PARK 8100 Pleasant Valley Road	Vacaville	CA	95688	https://www.airnav.com/airport/CA57	98
BORREGO AIR RANCH 2580 Stinson Road	Borrego Springs	CA	92004	https://www.borregoairranch.org	99
BROWNSVILLE AERO PINES 8487 La Porte Road, P.O. Box 254	Brownsville	CA	95919	http://airportairparkhomes.net/brownsville-aero-pines-articles/	100
CALIFORNIA PINES AIRPARK HCR 4, Box 43002	Alturas	CA	96101	http://airportairparkhomes.net/blog/tag/pines-airpark/	101
CAMERON PARK AIRPARK 3374 Mira Loma Drive	Cameron Park	CA	95682	https://www.cameronparkairport.com/residential-airpark	102
EAGLES RANCH ESTATES P.O. Box 1539	Ione	CA	95640	https://activerain.com/blogsview/2119848/airport-airpark-homes---ca20-eagles-nest-airport--ione--ca---airport-	103
EMORY RANCH 112 West Imperial Hwy., P.O. Box 174	Ocotillo	CA	92259	https://www.facebook.com/Emory-Ranch-Airport-1674727482847590/	104
ERNST AIRFIELD 4445 Benton Road P.O. Box 2050	Hemet	CA	92546	https://www.airnav.com/airport/86CL	105
FALLBROOK AIRPARK 2155 South Mission Road	Fallbrook	CA	92028	http://www.l18airpark.com	106
FRAZIER LAKE AIRPARK 7901 Frazier Lake Rd., P.O. Box 513	Hollister	CA	95023	frazierlake.com	107
GILLESPIE FIELD AIRPORT 1960 Joe Crosson Dr. 1960	El Cajon	CA	92020-1236	https://www.sandiegocounty.gov/dpw/airports/gillespie.html	108
HESPERIA AIRPORT INC. 7070 Summit Valley Rd.	Hesperia	CA	92345	http://www.airnav.com/airport/L26	109
HOLIDAY RANCH AIRPORT 22865 Sweetbay Drive	Wildomar	CA	92595	https://www.airnav.com/airport/27CA	110
HYAMPOM AIRPORT/AIRPARK P.O. Box 2490	Weaverville	CA	96093	https://www.airnav.com/airport/H47	111

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
KINGDON AIRPARK 12145 Devries Rd.	Lodi	CA	95242	www.airnav.com/airport/O20	112
LAKE CALIFORNIA AIR PARK 19999 Lake California Drive	Cottonwood	CA	96022	http://www.lakecalifornia.net	113
LAKE RIVERSIDE ESTATES 41610 Lakeshore Blvd	Aguanga	CA	92536	www.lakeriversideestates.net	114
LLOYDS LANDING 9678 Dawn Rd.	Rosamond	CA	93560	www.airport-data.com/airport/33CA/	115
LODI AIRPARK 11919 N. Lower Sacramento Road	Lodi	CA	95242	https://airnav.com/airport/L53	116
NEVADA COUNTY AIRPARK 13083 John Bauer Ave.	Grass Valley	CA	95945	https://www.mynevadacounty.com/149/Airport	117
PARADISE LAKES ESTATES 28301 Millud Rd.	Bakersfield	CA	93203	www.paradiselakesestates.com/	118
PAUMA VALLEY P.O. Box 1513	Pauma Valley	CA	92061	http://www.airnav.com/airport/CL33	119
PINE MOUNTAIN LAKE AIRPORT 10723 Airport Rd.	Columbia	CA	95310	www.pinemountainlake.com/airport-2/	120
PINES AIRPARK HCR 4, Box 43002	Alturas	CA	96101	https://www.airnav.com/airport/A24	121
QUAIL LAKE SKY PARK 3383 Livonia Ave	Los Angeles	CA	90034	www.airnav.com/airport/CL46	122
RANCHO TEHAMA P.O. Box 5111	Corning	CA	96021	https://www.ranchotehama.org	123
ROSAMOND SKYPARK 4000 Knox Ave.	Rosamond	CA	93560	https://www.skypark.org	124
SACRAMENTO EXECUTIVE AIRPARK 6151 Freeport Blvd.	Sacramento	CA	95822	https://sacramento.aero/sac	125
SIERRA SKY PARK 7535 Spy Glass	Fresno	CA	93711-0252	https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=E79	126
SONOMA SKY PARK 21870 8th St. East	Sonoma	CA	95476	www.sonomaskypark.com/	127
SQUIRREL ACRES 13265 Roadrunner Loop	Red Bluff	CA	96080	http://airportairparkhomes.net/homes-for-sale-17/	128

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
SWANSBORO COUNTRY AIRPARK PO Box 1459	Folsom	CA	95763-1459	https://www.airparkmap.com/home/california-airparks/swansboro-country-airpark-ca-01cl-aviation-real-estate-for	129
TRINITY CENTER AIRPORT 400 Marilyn Ln., P.O. Box 2490	Trinity Center	CA	96091	https://www.facebook.com/pages/Trinity-Center-Airport/136910986331814	130
WATTS-WOODLAND AIRPARK/AIRPORT 17992 County Road 94B	Woodland	CA	95695	https://watts-woodlandairport.com	131
Colorado					
ANIMAS AIRPARK 163 Flight Line Rd.	Durango	CO	81303	buydurango.com/neighborhoods-durango-s-animas-air-park/	132
AVION CLUB @ BUCKHORN RANCH 9618 East Maplewood Circle	Crested Butte	CO	81224	http://www.aviationestates.com/viewairpark.php?id=17183	133
BLAKE FIELD AIRPARK 870 - 1575 Road	Delta	CO	81416	https://www.airnav.com/airport/KAJZ	134
CRAWFORD AIRPARK 38400 French Field Way	Crawford	CO	81415	www.crawfordairpark.com	135
CRESTED BUTTE AIRPARK P.O. Box 3450	Crested Butte	CO	81224	http://www.airnav.com/airport/0CO2	136
ERIE AIR PARK 130 Cessna Drive	Erie	CO	80516	https://coloradoairparks.com/erie-airpark/	137
GOLDEN FIELD P.O. Box 4	Gardner	CO	81040	https://www.airnav.com/airport/CO61	138
KELLY AIRPARK 24652 David C. Johnson Loop	Elbert	CO	80106	kellyairpark.org/	139
MELBY RANCH PROPERTIES 5076 Hwy. 159	San Luis	CO	81152	http://www.melbyranchproperties.com	140
MESAWOOD AIRPARK 21108 Mesa Wood Rd.	Cedaredge	CO	81413	mesawood.info/airpark/mesawoodairpark.html	141
PARKLAND ESTATES PO Box 387	Erie	CO	80516	parklandestatesairpark.org	142
PARKLAND ESTATES AIRPARK 1137 Rue de Trust	Erie	CO	80516	http://parklandestatesairpark.org	143
PLATTE VALLEY AIRPARK 7507 Weld County Road 39	Fort Lupton	CO	80621	www.airnav.com/airport/18V	144

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
ROCKY MOUNTAIN AIRPARK 45250 Co. Rd. 001	Parker	CO	80135	www.facebook.com/Rocky-Mountain-Airpark-124706763983/	145
SILVER-WEST ESTATES/WRAY PEDRO 1 Creek Bottom Ct	Fountain	CO	80817	www.silver-west.net/	146
VAN AIRE SKYPARK P.O. Box 55	Brighton	CO	80601	www.vanaireskyport.org	147
WESTWINDS AIRPARK 1156 Mustang Lane	Delta	CO	81416	https://www.codot.gov/programs/aeronautics/colorado-airport-system/general-aviation-airports/ga-airports-d/D17	148
WINGS N THINGS AIRPARK & MUSEUM 5129 Weld Cty. Rd. 16, P.O. Box 646	Frederick	CO	80530	www.airnav.com/airport/CO58	149
Connecticut					
SALMON RIVER AIRFIELD 141 Ogden Road	Colchester	CT	6415	http://www.airnav.com/airport/9B8	150
SKYLARK AIRPARK 54 Wells Rd.	Broadbrook	CT	6016	www.airnav.com/airport/7B6	151
STONINGTON AIRPARK Rd. 2, Box 1891B	Stonington	CT	6378	www.airnav.com/airport/CT80	152
Delaware					
CHANDELLE ESTATES 114 Kruser Blvd.	Dover	DE	19901	http://www.airnav.com/airport/0N4	153
DELAWARE AIRPARK 127 Durham Ln.	Dover	DE	19904	www.delawareairpark.com	154
EAGLE CREST AERODROME 2963 Eagle Crest Road, Rt. 1, Box 272	Milton	DE	19968	http://www.eaglecrestdelaware.com	155
SPIRIT AIRPARK 1270 Caldwell Corner Rd.	Townsend	DE	19734	www.airnav.com/airport/DE20	156
Florida					
ABLE AIRPARK 26767 ANE Eads Road	Grand Ridge	FL	32442	https://www.trulia.com/p/fl/grand-ridge/able-airpark-grand-ridge-fl-32442--2147222651	157
AERO ACRES AIRPARK 18607 Mach One Drive	Port Saint Lucie	FL	34987	https://www.aeroacres.com/about	158
ANCIENT OAKS AIRPARK 2307 Aeronca Dr NE, P.O. Box 279	Steinhatchee	FL	32359	https://www.realtor.com/realestateandhomes-detail/2311-Ancient-Oaks-Dr-NE_Steinhatchee_FL_32359_M69709-79071	159
ANTIQUERS AERODROME	Delray	FL	33446	antiquersaerodromedelraybeach.com/	160

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
7320 Skyline Dr.	Beach	FL	33446	antiquerseaerodromedelraybeach.com/	
BRADSHAW FARM AIRPORT 32502 Pine Rd	Eustis	FL	32726	www.airports-worldwide.com/usa/florida/bradshaw_farm_florida.htm	161
BUCKINGHAM AIRPARK 6981 Circle Dr.	Ft. Myers	FL	33905	buckinghamairpark.tripod.com	162
BURNTWOOD RANCH AIRPARK 6225 Deen Still Road	Lakeland	FL	33809	https://www.funplacestofly.com/Airport-Info-Burntwood-Ranch-Florida	163
CANNON CREEK 236 SW Cessna Court, Rt. 18, Box 589	Lake City	FL	32025	http://www.cannoncreekairpark.com/about-cannon-creek-airpark/	164
CEDARS AIRFIELD P.O. Box 117	Cedar Key	FL	32625	https://www.airnav.com/airport/FA71	165
CHIEFLAND SKY RANCH AIRPARK 4771 NW 60th Ave.	Chiefland	FL	32626	https://www.facebook.com/chieflandsky	166
CHIPOLA AIRPARK 5103 Willis Road	Greenwood	FL	32443	http://www.airnav.com/airport/5FL8	167
CORKSCREW TRACE AIRPARK 6018 Cajeput Lane	Bonita Springs	FL	34134	www.airnav.com/airport/1FD4	168
COTTON STRIP AIRPARK & SEAPLANE BASE 6190 West S.R. 80	Labelle	FL	33935	www.cottonstrip.com	169
CRYSTAL RIVER AIRPARK/CAPT. TOM DAVIS 718 North Lindbergh Drive, P.O. Box 2050	Crystal River	FL	34429	http://crystalaerogroup.com	170
CUYLER FIELD AIRPARK 10652 Cuyler Airfield Lane	Glen St. Mary	FL	32040	https://www.airnav.com/airport/FD27	171
EAGLES NEST AERODROME & SEAPLANE BASE 101 Eagles Nest Dr	Crescent City	FL	32112	http://www.airnav.com/airport/FD44	172
EARLE AIRPARK Hastings Blvd.	Hastings	FL	32045	https://www.airnav.com/airport/13FA	173
EVERGLADES AIRPARK 650 E.C. Airpark Rd	Everglades City	FL	34139	https://www.airnav.com/airport/X01	174
FLANDERS FIELD AIRPARK 804 Lake Hollingsworth Dr.	Lakeland	FL	33803	https://www.airnav.com/airport/4FD7	175
FLYING BARON ESTATES AIRPARK 31017 Airway Road	Leesburg	FL	34748	https://www.airnav.com/airport/10FA	176

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
FLYING TIGER FIELD AIRPARK P.O. Box 188	Worthington Springs	FL	32697	http://www.flyingtigerairport.com	177
FLYING W AIRRANCH 5020 County Rd. 316A	Bushnell	FL	33513	https://www.realtor.com/realestateandhomes-detail/Flying-W-Air-Ranch-Rd_Bushnell_FL_33513_M67464-44339	178
FORT ATKINSON PLANTATION AIRPARK PO Box 541789	Merritt Island	FL	32954	https://airnav.com/airport/9FD7	179
GATOR AIRPARK 4525 Albritton Rd.	Saint Cloud	FL	34772	www.airnav.com/airport/72FL	180
GEORGE T. LEWIS AIRPARK P.O. Box 310, George Lewis Airport	Bronson	FL	32621	http://www.airnav.com/airport/CDK	181
GRASS ROOTS AIRPARK 20201 Whistling Wire Lane	Groveland	FL	34736	www.grassrootsairpark.com	182
GREEN SWAMP AERODROME 11485 Ironhead Trail	Lakeland	FL	33809	https://www.airnav.com/airport/FD33	183
HALLER AIRPARK 5265 Airpark Loop West	Green Cove Springs	FL	32043	www.airnav.com/airport/7FL4	184
HIDDEN LAKE ESTATES 8901 Airway Blvd.	New Port Richey	FL	34654	www.hiddenlakeairport.com	185
HILLIARD AIRPARK 37776 East Wood Road	Hilliard	FL	32406	https://www.townofhilliard.com/airpark	186
INDIAN RIVER AERODROME 460 Sopwith Dr.	Vero Beach	FL	32968	https://www.facebook.com/pages/Indian-River-Aerodrome-Vero-Beach/465621300264787	187
JEFFERSON LANDINGS 1656 Ashville Highlands Dr.	Greenville	FL	32331	https://www.airnav.com/airport/74FL	188
JUMBOLAIR AVIATION ESTATES 1201 NE 77th	Ocala	FL	34479	https://flyjumbolair.com	189
KINGS PORT 196 Parkland Drive	Lake Placid	FL	33852	www.airnav.com/airport/FD72	190
KITTY HAWK ESTATES AIRPARK 18929 60th Place A	Live Oak	FL	32060	https://www.facebook.com/KittyHawkAirpark/	191
LAFAYETTE LANDINGS AIRPARK 3140 Lafayette Landing Drr.	DeLeon Springs	FL	32130	https://www.movoto.com/home/3101-lafayette-landing-dr-de-leon-springs-fl-32130-431_v4907699	192
LAKE CITY AIRPARK P.O. Box 1901	Lake City	FL	32056	www.airnav.com/airport/FL27	193

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
LAKE CLINCH AIRPARK P.O. Box 1242	Frostproof	FL	33843	www.airnav.com/airport/52FL	194
LAKE SUZY AIR ESTATES SW Egret Circle	Lake Suzy	FL	34269	http://www.lakesuzyairestates.com	195
LEEWARD AIR RANCH 7961 SE 58th Ave #102	Ocala	FL	34474	www.leewardairranch.com	196
LINDBERGH'S LANDING 17705 SW 158th St.	Miami	FL	33187	https://www.airnav.com/airport/FA35	197
LOVE FIELD/LOVE'S LANDING AIRPARK 10825 SE Sunset Harbor Rd.	Summerfield	FL	32691	http://loveslanding.com/airport/	198
MASSEY RANCH AIRPARK 635 Airpark Road, P.O. Box 1947	Edgewater	FL	32132	www.masseyproperties.com	199
MCKINNON AIRPARK 6001 S. Hwy. 99	Walnut Hill	FL	32568	www.mckinnonairpark.com	200
MELROSE LANDING 267 Melrose Landing Dr.	Hawthorne	FL	32640	www.melroselanding.org	201
MONROE AIRPARK 1770 SE 140th St.	Summerfield	FL	34491	www.airnav.com/airport/2FA2	202
MOUNT ROYAL AIRPARK 111 Indian Mound Drive	Crescent City	FL	32112	https://www.airnav.com/airport/3FL0	203
NAKED LADY RANCH AIRPARK 6100 SW Moores St.	Palm City	FL	34990	www.facebook.com/pages/Naked-Lady-Ranch/159116337455540	204
O'BRIEN AIRPARK ASSOCIATION 22249 117th Drive	O'Brien	FL	32071	www.airnav.com/airport/FD71	205
ORLANDO APOPKA APRT. CONDO ASS'N. 1321 Apopka Airport Rd., Hangar 37	Apopka	FL	32712	http://apopkahangars.com	206
PINE SHADOWS AIRPARK 18500 Base Leg Ave	North Ft. Myers	FL	33917	www.neighborhoods.com/pine-shadows-air-park-north-fort-myers-fl	207
POMPANO BEACH AIRPARK 1001 NE 10th St.	Pompano Beach	FL	33060	pompanobeachfl.gov/pages/pw_airpark/airpark	208
PRAIRIE LAKE PRIVATE SEAPLANE BASE 259 Robin Court	Altamonte Springs	FL	32701	www.airnav.com/airport/3FD9	209
RICHARDS FIELD 212 Cessna Blvd., Hangar 18	Port Orange	FL	32128	http://www.airnav.com/airport/04FA	210

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
RIDGE LANDING AIRPARK 4511 Lindbergh Drive	Frostproof	FL	33843	https://ridgelandingairpark.com/florida-aviation-community/	211
SANDY CREEK AIRPARK 5500 NW 72nd Way	Bell	FL	32619	www.airnav.com/airport/9FL5	212
SANDY CREEK AIRPARK 12901 Parkway	Panama City	FL	32404	https://sandycreekairpark.org	213
SHELL CREEK AIRPARK 36880 Washington Loop Rd	Punta Gorda	FL	33982-9506	www.airnav.com/airport/F13	214
SKY MANOR ESTATES AIRPORT COMMUNITY 2000 W. Loop South Set. 2100	Labelle	FL	33935	https://milromcompanies.com/properties/sky-manor-park/	215
SKYPARK ESTATES 251 Beachview Dr.	Ft. Walton Beach	FL	32547	www.airnav.com/airport/18FD	216
SPENCER'S AIRPARK 5200 Otter Lane	Middleburg	FL	32073	https://www.airnav.com/airport/FL13	217
SPRUCE CREEK FLY IN 212-1 Cessna Blvd.	Port Orange	FL	32128	www.fly-in.com	218
ST. GEORGE ISLAND PLANTATION AIRPARK 1712 Magnolia Road	St. George Island	FL	32328	www.stgeorgeplantation.com	219
SUMMERLAND KEY COVE 260 West Shore Drive	Summerland Key	FL	33042	https://www.airnav.com/airport/FD51	220
SUNSET STRIP AIRPARK P.O. Box 92	Okeechobee	FL	34972	www.airnav.com/airport/32FA	221
TAILWINDS AIRPARK COMMUNITY 2400 SE Downwinds Road	Jupiter	FL	33478	https://www.tailwindsairpark.com	222
TAMPA NORTH AERO PARK 4241 Bird Song Blvd.	Lutz	FL	33559	http://www.tampanorth.com	223
TARPINE AIRPARK P.O. Box 608	Panacea	FL	32346	virtualglobetrotting.com/map/tarpine-airpark/view/google	224
TAVERNAERO PARK AIRPORT 105 North Airport RoadP.O. Box 177	Tavernier	FL	33070	www.tavernaero.com	225
THE SUNSET STRIP AIRPARK, INC. P.O. Box 92	Okeechobee	FL	34972	www.airnav.com/airport/32FA	226
THE TRAILS AIRPARK 18400 211th Rd., Live Oak	Live Oak	FL	32060	thetrailsairpark.weebly.com	227

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
THUNDERBIRD AIRPARK 118 Cessna St.., P.O. Box 27	Lake Como	FL	32157	http://www.thunderbirdairpark.com	228
TREASURE COAST AIRPARK 12301 Rangeline Rd.	Port St. Lucie	FL	34987	tcahai.tripod.com	229
TRIPLE B AIRPARK 5706 Mount Olive Rd	Crestview	FL	32539	www.airnav.com/airport/FL81	230
TWELVE OAKS AIR ESTATES P.O. Box 348178 N. Wiley Post Way	Holder	FL	34445	https://www.12oakspoa.com	231
WELLINGTON AERO CLUB 13860 Wellingrton Trace Suite 38-155	Wellington	FL	33414	https://www.wellingtonaeroclub.com	232
WILLIS GLIDERPORT 10618 Denoeu Rd.	Boynton Beach	FL	33472	http://www.airnav.com/airport/fa44	233
WING SOUTH AIRPARK 4130 Skyway Dr.	Naples	FL	34112	wingsouth.org/wp/	234
WOOD AND LAKES AIRPARK 6435 SE 159th	Ocklawaha	FL	32179	www.woodsandlakesairpark.org	235
Georgia					
AIKEN FIELD 1891 Mountain Creek Church Rd	Pendergrass	GA	30567	www.airnav.com/airport/85GA	236
BERG PARK AERODROME 580 Old Gress Island Rd.	Midway	GA	31320	skyvector.com/airport/9GA2/Berg-Park-Aerodrome-Airport	237
BERRY HILL - KITTY HAWK SUBDIVISION 165 Kitty Hawk, PO Box 178	Stockbridge	GA	30281	www.airnav.com/airport/7GA7	238
BIG CREEK FLYING RANCH 344 Flying Ranch Drive	Clayton	GA	30525	https://www.airnav.com/airport/GA18	239
BIG DOG - CAMERON FIELD 1651 Buckeye Road	Fort Valley	GA	31030	https://www.airnav.com/airport/GA81	240
BIG T AIRPARK 65 Tinsley Way	Senoia	GA	30276	https://www.airnav.com/airport/64GA	241
BLUE MOUNTAIN AIRPARK 305 Blue Mountain Ln	Trion	GA	30753	www.bluemountainairpark.com/	242
BROAD RIVER AIRPARK 807 Sewell Rd.	Lavonia	GA	30553	broadriverairpark.org	243

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
BROCK AIRPARK 1456 Adolph Brock Rd.	Bainbridge	GA	31717	www.airnav.com/airport/83GA	244
BROOK BRIDGE AERODROME 170 Crabtree Road	Griffin	GA	30223	https://www.airnav.com/airport/8GA9	245
CRYSTAL LAKE AIRPARK P.O. Drawer U	Tifton	GA	31794	www.airnav.com/airport/0GE1	246
DANVILLE AIRPARK 323 Airport Road	Danville	GA	31017	www.airnav.com/airport/7GA4	247
EAGLE NECK AIRPARK 1093 Live Oak Cove NE	Townsend	GA	31331	https://eagleneckhoa.org/index.html	248
EAGLES LANDING 720 Lufbery Circle	Williamson	GA	30292	www.airnav.com/airport/5GA3	249
FLYING N ESTATES 180 Loretta Lane, P.O. Box 686	Luthersville	GA	30251	https://www.flyingnestates.org	250
GENTLE LANDINGS AIRPARK 1044 Eagles Brooke Drive	Locust Grove	GA	30248	http://gentlelandings.com	251
HEAVEN'S LANDING AIRPARK 863 Anderson Drive, Unit 6	Clayton	GA	30525	www.heavenslanding.com/location.htm	252
HIGH VALLEY AIRPARK 520 Laurian View Ct.	Roswell	GA	30075	https://www.aopa.org/destinations/airports/GA87/details	253
HODGES AIRPARK 500 Hinesville Road	Savannah	GA	31405	www.airnav.com/airport/GA39	254
HOLT AIRPARK 130 Rosie Powell Road	Lyons	GA	30436	www.airnav.com/airport/13GE	255
KENLEY PARK Kenley Drive	Brooks	GA	30205	www.airnav.com/airport/GA61	256
KENWOOD FLY-IN EQUESTRIAN AIRPARK 1070 Mac Faddin Lane	Newborn	GA	30056	www.landandfarm.com/property/Estate_lot_with_access_to_airstrip_trails_greenspace-3340256/	257
LENORA AIRPORT 2868 Lenora Rd	Snellville	GA	30039	www.airnav.com/airport/2GA9	258
LITTLE TOBESOFKEE CREEK RANCH 553 Community House Rd, Box 700	Barnesville	GA	30204	https://www.airnav.com/airport/GA86	259
LYONS LANDING 3200 Waterplace Cv	Villa Rica	GA	30180	www.lyonslanding.com	260

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
MALLARDS LANDING 67 Mallards Lane	Locust Grove	GA	30248	www.mallardslanding.us/	261
MOUNTAIN AIRPARK 272 Bee Tree Ln.	Cleveland	GA	30528	www.airnav.com/airport/0GE5	262
PEACH STATE AERODROME AIRPARK Jonathan's Roost Road	Williamson	GA	30292	www.peachstateaero.com	263
PETERSON FIELD 1032 Youngs Mill Road	Plains	GA	31719	www.airnav.com/airport/4GA5	264
WHISPERING PINES AIRPARK 4050 Whispering Pines Trail, N W	Conyers	GA	30012	www.whisperingpinesairpark.com	265
WILLOW POND AVIATION AIRPARK 150 Red Fox Run	Fayetteville	GA	30215-5215	https://www.facebook.com/Willow-Pond-Aviation-1005177182892205/	266
Idaho					
DELTA SHORES AIRPARK 495 Derr Island Road	Clark Fork	ID	83811	https://www.airnav.com/airport/00ID	267
DONALD D. COSKI MEMORIAL AIRPARK P.O. Box 725	Donnelly	ID	83615	http://airnav.com/airport/u84	268
DRIGGS-REED MEMORIAL AIRPARK P.O. Box 48	Driggs	ID	83422	https://www.driggsairport.com	269
FLYING ELK AIRPARK 10250 Hwy. 12	Orofino	ID	83544	https://www.airnav.com/airport/ID85	270
GREENLEAF AIR RANCH 312 12th Ave. Road	Nampa	ID	83686	www.greenleafairranch.com	271
HACKNEY AIRPARK P.O. Box 356	Athol	ID	83801	www.facebook.com/pages/Hackney-Airpark/105479196175971	272
HIGH VALLEY SWANSON AIRPARK P.O. Box 874059	Vancouver	ID	98687	https://www.airnav.com/airport/ID35	273
LAVA HOT SPRINGS AIRPARK 10747 Airpark W. Rd.	Lava Hot Springs	ID	83246	http://www.lava-airport.com	274
OLMSTEAD SKY RANCH 34 Sky Ranch Dr.	Sandpoint	ID	83864	http://www.airnav.com/airport/ID25	275
PISCH'S PLACE P.O. Box 7	Coeur d Alene	ID	83816	https://www.mindat.org/feature-11378974.html	276

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
RED BARON ESTATES AIRPARK 1950 E. Aeronca Ct.	Oasis	ID	83647	https://redbaronestates.com	277
SELKIRK MOUNTAIN AIRPARK 212 North 4th Ave. #139	Sandpoint	ID	83864	https://livingwithyourplane.com/listings/selkirk-mountain-airpark-in-development/	278
SILVERWING AT SANDPOINT 1206 Spitfire Street	Sandpoint	ID	83864	www.silverwingatsandpoint.com	279
SMILEY CREEK AIRPARK P.O. Box 7129	Boise	ID	83707-1129	http://smileycreeklodge.com/airport/	280
SUNRISE SKYPARK 11158 State Hwy. 78	Melba	ID	83641	www.sunriseskypark.com	281
TIMBER BASIN AIRPARK INC. 530 Timber Basin Rd., P.O. Box 325	Sagle	ID	83860	www.airnav.com/airport/ID24	282
TREEPORT AIRPORT 822 Skyhawk Dr.	Spirit Lake	ID	83869	www.treeport.org	283
Illinois					
AERO ESTATES EXECUTIVE AIRPARK & GOLF 2123 Cloverleaf School Rd.	Belleville	IL	62223	https://aeroestatesnational.com	284
AERO LAKE ESTATES AIRPORT 16870 Straight Way	Genoa	IL	60135	www.airnav.com/airport/30IS	285
ANTIQUE AERODROME 15433 129th St.	Lemont	IL	60439	www.airnav.com/airport/40IL	286
BEL AIR ESTATES 11619 Rt. 76	Poplar Grove	IL	61065	poplargroveairmotive.com/belair-estates	287
BROOKERIDGE AIRPARK 636 W. 86th St.437 Millbrook Drive	Downers Grove	IL	60516	www.ll22.org	288
CASA DE AERO PO Box 42	Hampshire	IL	60140	www.casadeaero.net	289
CHICAGO GLIDER CLUB GLIDERPORT 26045 W. Airport Rd.	Minooka	IL	60447	www.chicagogliderclub.org	290
DURY ESTATES 283 Ariel View Lane	Hurst	IL	62949	www.airnav.com/airport/il71	291
ERIE AIRPARK 8689 Star Rd.	Erie	IL	61250	https://www.facebook.com/ErieAirPark/	292

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
GEN-AIRPARK 20035 1700 St. East	Geneseo	IL	61254	www.gen-airpark.com/	293
MEADOW CREEK AIRPARK 7199 W Foss Rd	Monee	IL	60449	www.meadowcreekairpark.com	294
METRO-EAST AIRPARK 2070 Triad Rd	St. Jacob	IL	62281	http://www.airnav.com/airport/IL48	295
NAPER AERO 9 S 357 Aero Dr.	Naperville	IL	60564	http://www.naperaero.com	296
NETTLE CREEK LANDINGS 5420 Airport Road	Morris	IL	60450	www.airnav.com/airport/IL68	297
RILEY'S FIELD AIRPORT P.O. Box 85	Plainfield	IL	60544	www.airnav.com/airport/LL51	298
TOMMY'S AIRPARK 425 E. 2050 North Rd	Edinburg	IL	62531	www.airnav.com/airport/9LL5	299
WOODLAKE LANDING - SANDWICH AIRPORT 1560 West Church St.	Sandwich	IL	60548	www.airnav.com/airport/IS65	300
Indiana					
AERO LANDING COMMUNITY ASSOCIATION 1325 Warren Rd	Huntington	IN	46750	indianadb.com/company/728827/aero-landing-community-association-inc.html	301
AIR PARK FIELD AIRPORT 132 Lincoln Hwy. West	New Haven	IN	46774	www.airnav.com/airport/0IN4	302
ALFORD AIRPARK 1510E Co. Rd. 300 N.	Petersburg	IN	47567	www.airnav.com/airport/IN03	303
CARROLL'S AIRPARK 7280 S. C.R. 300 W.	Muncie	IN	47302	www.airnav.com/airport/IN56	304
EAGLE CREEK AIRPARK 7800 Col. H. Weir Cook Memorial Dr., Suite 100	Indianapolis	IN	46241	www.airnav.com/airport/KEYE	305
FINNEY'S AIRPARK 7600 N. County Rd. 650E	Albany	IN	47320	www.airnav.com/airport/II77	306
INDIAN HILLS FLYING FIELD 4061 S. 100 W	Kokomo	IN	46902	http://www.airnav.com/airport/2II0	307
LAKE AERO ESTATES 3644 W. State Rd. 10	Lake Village	IN	46349	www.lakevillageairport.com/aeroestates.php	308

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
LAKE VILLAGE AIRPARK 3644 West St. Rd. 10	Lake Village	IN	46349	http://www.lakevillageairport.com	309
LAUTZENHISER AIRPARK 5618 CR 6	Hamilton	IN	46742	www.airnav.com/airport/IN83	310
MISHAWAKA PILOTS CLUB 29950 County Rd. 20	Elkhart	IN	46517	mishawakapilotsclub.com	311
NORM'S AIRPARK 5232 N. 325 W.	La Porte	IN	46350	www.airport-data.com/airport/42II/	312
PARKER FIELD AIRPARK 5041 West 450 South	Crawfordsville	IN	47933	http://www.nc-airparks.com/A_SC_FoothillsAero-ParkerField.htm	313
PEGASUS FARMS 2861 Aurora Crt.	Monrovia	IN	46157	www.airnav.com/airport/6IN6	314
ROBINSON AIRPARK 7300 Pine Shore Dr.	Elizabeth	IN	47117	www.airnav.com/airport/1IN4	315
SUGAR CREEK AIRPARK 5968 Carroll Rd.	Indianapolis	IN	46235	www.airnav.com/airport/II13	316
TIMBERHOUSE AERO ESTATES 2222 E 950 S	Lafayette	IN	47909	www.timberhouseaero.com/	317
TWELVE OAKS AIRPARK 1460 Comanche Lane	Martinsville	IN	46151	https://www.airnav.com/airport/II87	318
WAY WEST AIRPARK 101 Way West Airpark	Bainbridge	IN	46105	www.waywestairpark.org/	319
Iowa					
ABEL ISLAND AIRPARK 106 W. First St	Monticello	IA	52310	www.abelisland.com/	320
ZANGGER VINTAGE AIRPARK 1351 Airport Rd. N.	Larchwood	IA	51241	www.zanggervintageairpark.com	321
Kansas					
AIRPARK ESTATES 2349 SW 100th	Agusta	KS	67010	http://www.airnav.com/airport/20KS	322
BUENA TERRA AIRPARK 6035 NE Shaffer	Topeka	KS	66617	https://www.facebook.com/BuenaTerraAirportTopekaKS/	323
BUTLER AIRPARK 18404 S.W. Prairie Ridge Rd., P.O. Box 14	Rose Hill	KS	67133	www.airnav.com/airport/4KS7	324

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
CALLAWAY AIRPARK 2126 Navajo	Clay Center	KS	67432	www.airnav.com/airport/SN33	325
CEDAR AIR PARK 25900 College Blvd.	Olathe	KS	66061	http://www.airnav.com/airport/51k	326
CHEROKEE STRIP AIRPARK P.O. Box 431	Udall	KS	67146-0431	http://www.airport-data.com/airport/18KS/	327
CHILES AIRPARK 13818 W. 255th St.	Louisburg	KS	66053	www.airnav.com/airport/69KS	328
COOK AIRFIELD AIRPARK P.O. Box 574	Rose Hill	KS	67133	http://www.cookairfield.com/index.html	329
LLOYD STEARMAN FIELD 14919 SW 34th St.	Benton	KS	67017	www.airnav.com/airport/1K1	330
ST. MARY'S AIRPARK 110 W. Bertrand	St. Marys	KS	66536	www.airnav.com/airport/84KS	331
SUNSET STRIP AIRPARK 4624 SE Paulen Rd.	Berryton	KS	66409	www.airnav.com/airport/90KS	332
WALTER A. SWALLEY AIRPARK 855 Swalley Ave.	Baxter Springs	KS	66713	www.airnav.com/airport/78KS	333
WAMSLEY HOMESTEAD ESTATES 1159 Donald Lane	Conway Sprins	KS	67031	https://genefrancis.com/property-listings/2-acre-lot-wamsley-homestead-estates-conway-springs-ks/	334
YODER AIRPARK 2872 North Ridge Rd. Ste 112	Wichita	KS	67205	www.yoderairpark.com	335
Kentucky					
DEER RUN AIRPARK 2680 Drennon Rd.	New Castle	KY	40050	www.airnav.com/airport/85KY	336
GOODE AIRPARK 1140 Marksberry Rd.	Owensboro	KY	42301	www.airnav.com/airport/3KY1	337
LEE'S AIRPARK 3085 Highway 235	Nancy	KY	42544	www.airnav.com/airport/68KY	338
OWEN AIR PARK 120 Pilots Dream Dr.	Dry Ridge	KY	41035	https://www.facebook.com/Owen-Air-Park-143656905681300/	339
PIRATE'S COVE 500 Pirate's Cove Road	Hardin	KY	42048	www.facebook.com/piratescove.hardinky/	340

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
SPRING CREEK AIRPARK RESORT 1108 Spring Creek Estates	Albany	KY	42602	www.loopnet.com/Listing/15299119/1108-Spring-Creek-Estates-Albany-KY	341
WILLOW ISLAND AIRPARK Rt. 3, Box 317A	Taylorsville	KY	40071	www.airnav.com/airport/58KY	
Louisiana					
BLUEBIRD HILL AIRPARK 2563 Barron Road	Keithville	LA	71047	www.facebook.com/pages/Bluebird-Hill-Airpark-5F5/112753265478759	342
Maine					
LITTLEBROOK AIRPARK Littlebrook Airpark	Eliot	ME	3903	www.littlebrookairpark.com	343
MORRILL AIRPARK HC 63, Box 51	Van Buren	ME	4785	www.airnav.com/airport/ME67	344
NEWPORT SKY PARK C&M Acft. Ent., Box 60	East Newport	ME	4933	www.airnav.com/airport/ME68	345
Maryland					
CHESAPEAKE RANCH ESTATES 813 Sandy Wash Ct.	Lusby	MD	20657	www.poacre.org	346
CLEARVIEW AIRPARK P.O. Box 8766	BWI Airport	MD	21240-0766	http://www.clearviewflyingclub.club	347
ESSEX SKYPARK 1401 Diffendall Road	Essex	MD	21221	www.essexskyparkassn.org/essex/index.jsp	348
HOBY WOLF AIRPARK 6122 Oklahoma Rd	Eldersburg	MD	21784	https://www.airnav.com/airport/2MD5	349
KENTMORR AIRPARK 114 Kentmorr Rd	Stevensville	MD	21666	www.3w3.us	350
KEYMAR AIRPARK 1585 Francis Scott Key Hwy.	Keymar	MD	21757	www.airnav.com/airport/MD42	351
MONTGOMERY COUNTY AIRPARK 7940 Airpark Road	Gaithersburg	MD	20879	montgomerycountyairpark.com	352
RIDGELY AIRPARK 530 Carter Road	Church Hill	MD	21623	www.airnav.com/airport/KRJD	353
Massachusetts					
COMMUNITY	**CITY**	**STATE**	**ZIP**	**WEB PAGE**	

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
FALMOUTH AIRPARK 67 Airpark Drive	East Falmouth	MA	22536	falmouthairpark.net	354
Michigan					
AIR PARK NORTH 44.9578 / -84.9589	Alba	MI	49611	airparknorth.net	355
CANADIAN LAKES AIRPARK 7396 Cessna Ln	Canadian Lakes	MI	49346	https://www.airnav.com/airport/0C5	356
FAIRPLAINS AIRPARK 3857 Downwind Lane	Greenville	MI	48838	www.airnav.com/airport/02MI	357
HARBOR SPRINGS AIRPARK 8350 M-119	Harbor Springs	MI	49740-9595	https://www.mgn-airpark.com	358
HOME ACRES SKY RANCH 1027 S. McGee Rd	Lake City	MI	49651	https://www.facebook.com/Home-Acres-Sky-Ranch-647481392045169/	359
HORIZON LAKES AIRPARK 15057 Lindbergh Ct.	Linden	MI	48451	horizonlakesairpark.net/	360
LAKE ISABELLA AIRPARK 1010 Clubhouse Dr.	Lake Isabella	MI	48893	www.airnav.com/airport/D15	361
LAKES OF THE NORTH 5950 Skytrails Ct.	Mancelona	MI	49659	http://www.lakesofthenorthhoa.com/amenity.asp?id=3	362
LARSEN AIR PARK 12508 Jewell Rd.	Belleville	MI	48111	companiesmi.com/company/E04628/larsen-airpark-l-l-c	363
MATTAWAN AIRPARK 26141 60th Ave.	Mattawan	MI	49071	https://www.airport-data.com/airport/8MI3/	364
MOORESTOWN AIRPARK 4840 Moorestown Rd.	Lake City	MI	49651	www.airnav.com/airport/6Y0	365
OJIBWA AIRPARK 7723 WINDOGA LK. DRIVE	WEIDMAN	MI	48893	www.airnav.com/airport/D11	366
PRICES HORIZON LAKES AIRPARK 15057 Lindberg Ct.	Lindeen	MI	48451	https://horizonlakesairpark.net	367
SILVER CITY AIRPARK 13361 White Ash	Alpena	MI	49707	https://www.funplacestofly.com/Airport-Info-Silver-City-Airpark-Michigan	368
SILVER LAKE AIRPARK 6836 W. Weaver Rd	Shelby	MI	49455	https://www.facebook.com/silverlakeairportMI71/	369

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
SKYVIEW ESTATES 84 S. Skyview Drive	Kalamazoo	MI	49009	https://skyviewairpark.com	370
SUGAR SPRINGS 5477 Worthington Court	Gladwin	MI	48624	www.sugarsprings.net/home.html	371
SULLIVAN'S HARBOR SPRINGS AIRPARK 237 Heacock Road 820 Arlington Ave	Harbor Springs	MI	49470	https://www.mgn-airpark.com	372
TORCHPORT AIRPARK 1309 US 31 South	Eastport	MI	49629	torchport.com/site-plan/sale	373
UNIVERSITY AIRPARK 4232 Howe Rd.	Bath	MI	48808	www.airnav.com/airport/41g	374
VILLAGES OF OSCODA 9207A Rhode Island Dr	Oscoda	MI	48750	www.voohoa.net	375
WILDERNESS AIRPARK 15401 Sparta Ave.	Kent City	MI	49330	www.airnav.com/airport/24M	376
WOODRUFF LAKE AIRPORT 5833 E. Lakeshore Rd	Remus	MI	49340	https://airnav.com/airport/53W	377
Minnesota					
LINO AIRPARK 263 Palomino Lane	Lino Lakes	MN	55014	http://www.linoairpark.org	378
MOLNAU AIRPARK 8735 Reitz Lake Rd	Waconia	MN	55387	www.airnav.com/airport/1MN5	379
SKY HARBOR RESIDENTIAL AIRPARK 3299 45th St. West	Webster	MN	55088	https://www.facebook.com/pages/category/Airport/Sky-Harbor-Residential-Airpark-105530319504211/	380
SKY MANOR AERO ESTATES 26720 Island Air Drive	Park Rapids	MN	56470	www.skymanor.org	381
SKY PARK AIRPARK 19916 Xeon Ave	Jordan	MN	55352	https://www.airnav.com/airport/MN67	382
SUPERIOR AERO ESTATES Dehavilland St	Saginaw	MN	55811	https://www.superioraeroestates.com/	383
Mississippi					
CEDAR CREEK AIR RANCH 223 Air Ranch Road	Lucedale	MS	39452	www.city-data.com/airports/Cedar-Creek-Air-Ranch-Airport-Lucedale-Mississippi.html	384
DIAMONDHEAD AIRPARK 1200 Airport Circle	Diamondhead	MS	39525	https://diamondheadms.org/airport/	385

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
GREENER PASTURES AIRPARK 212 Holcomb Carroll Rd., PO BOX 235	Carriere	MS	39426	www.airnav.com/airport/13MS	386
HASTING AIRPARK Hwy.32	Bruce	MS	38915	www.airnav.com/airport/MS80	387
HERNANDO VILLAGE AIRPARK 2073 Greenhill Drive	Hernando	MS	38632	http://www.hernandovillageairpark.net	388
MC GEHEE AIR PARK 4044B HWY 567 N.	Liberty	MS	39645-5300	www.airnav.com/airport/MS49	389
MINT JULEP AIRPARK P.O. Box 275	Picayune	MS	39466	http://www.mintjulepairpark.com	390
TOPTON AIR ESTATES 302 Rossie Smith Rd.	Meridan	MS	39301	www.toptonairestates.com	391
TURKEY BAYOU AIRPARK Turkey Bayou Rd	Lakeshore	MS	39520	http://www.airnav.com/airport/5MS2	392
Missouri					
BRASS LANTERN RESORT AND AIRPARK 1879 Brinkley Rd.	Marshfield	MO	65706	www.merchantcircle.com/brass-lantern-resort-airpark-cedarcreek-mo	393
CHEROKEE AIRPARK 4822 S. 127t Rd.	Bolivar	MO	65613	www.airnav.com/airport/MU19	394
DISCOVERY BAY AT NORWALK LANDING P.O. Box 3217	Holiday Island	MO	72631	norwalklanding.com	395
KIMBERLING AIRWAYS HCR 3 Box 596	Kimberling City	MO	65686	www.charliegerken.com/kimberling-city-subdivisions/kimberling-airways.html	396
LOST MINE AIRPARK AIRPORT 517 Lost Mine Rd.,	Theodosia	MO	65761	www.ozarkcountyrealty.com/LostMineAirPark.html	397
MARK TWAIN AIR PARK 10340 Savannah Ave.	St. Louis	MO	63131	www.airnav.com/airport/4MO6	398
MT. EAGLE ESCAPE AIRPARK 29236 Hiawatha Dr	Stover	MO	65078	www.facebook.com/Mt.EagleEscape/	399
OAK RIDGE AIRPARK 3064 Aviator Lane	Mountain Grove	MO	65771	https://www.facebook.com/OakRidgeAirPark/	400
PILOT'S POINT AIRPARK 24998 Farm Road 2236	Shell Knob	MO	65747	pilotspointairpark.com/	401

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
PLATTSBURG AIRPARK 2756 Northwest Y Hwy.	Plattsburg	MO	64477	www.airnav.com/airport/51MO	402
TIMBER LINE AIRPARK 19644 State Hwy. 76	Cassville	MO	65625	https://www.airports-worldwide.com/usa/missouri/timber_line_airpark_missouri.php	403
TROY AIRPARK COMMUNITY 313 Brake Road	Troy	MO	63379	troyairparkcommunity.com	404
TURKEY MOUNTAIN AIRPARK 23197 Maple Lane	Shell Knob	MO	65747	http://www.turkeymountainairport.com	405
WOODFIELD AIRPARK, INC. 22 Woodfield Lane	Greenfield	MO	65661	www.airnav.com/airport/MU27	406
WOODLIFF AIRPARK 25 Woodliff Taxiway	Foristell	MO	63348	https://www.facebook.com/pages/Woodliff-Airpark/110004142386204	407
Montana					
AERO VILLAGE AIRPARK 38 Aero Village Way	Eureka	MT	59917	https://www.enrichedrealestate.com/38-AERO-VILLAGE-WAY-EUREKA-MT-59917/Commercial/CommercialImprovedLand/Id=16	408
CABIN CREEK LANDING 1771 Bitterroot Dr.	Marion	MT	59925	https://www.cabincreekbb.com/cabin-creek-private-airstrip-information/	409
FAIRGROUNDS AIRPARK 317 N. Custer Ave.	Hardin	MT	59034	https://www.airports-worldwide.com/usa/montana/fairgrounds_airpark_montana.php	410
FLATHEAD LAKE SKYRANCH P.O. Box 2918	Kalispel	MT	59901	https://www.facebook.com/Flathead-Lake-Sky-Ranch-109343530542906/?ref=py_c	411
JEFCO SKYPARK Box 541	Whitehall	MT	59759	https://airnav.com/airport/MT41	412
SUNDAY CREEK AIRPORT 116 Pleasant	Miles City	MT	59301	www.airnav.com/airport/MT29	413
WINDSOCK SKYPARK 28 Chandelle Court	Fort Peck	MT	59223	https://www.facebook.com/WINDSOCKSKYPARK/	414
Nebraska					
BATES AIRPARK 11110 State Street	Omaha	NE	68142	www.airnav.com/airport/9NE6	415
ONION CREST EXECUTIVE AIRPARK 5355 W. 85th	Kearney	NE	68845	https://www.airnav.com/airport/43NE	416

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
Nevada					
CALVADA MEADOWS AIRPORT AIRPARK 900 Jenny Circle	Pahrump	NV	89060	https://www.calvadameadows.com	417
DAYTON VALLEY AIRPARK P.O. Box 237	Dayton	NV	89403	dap.snphom.es/homes.html	418
FALLON SOUTHWEST 5711 Solias Road	Fallon	NV	89406	www.airnav.com/airport/1NV1	419
FARIAS WHEEL AIRPORT P.O. Box 169	Wellington	NV	89444	www.airnav.com/airport/NV33	420
FLYING EAGLE AIRPARK 9732 SR 445	Sparks	NV	89441	https://www.facebook.com/flyingeagleairpark/	421
KIDWELL AIRPORT PO Box 430	Cal-Nev-Ari	NV	89039	www.airnav.com/airport/1L4	422
ROSASCHI AIR PARK P.O. Box 208	Wellington	NV	89444	https://www.airnav.com/airport/N59	423
SEARCHLIGHT AIRPARK 2278 Pedescca	Henderson	NV	89039	www.nevadadot.com/home/showdocument?id=2439	424
SKY RANCH ESTATES HCR 37, Box 450	Sandy Valley	NV	89019	www.skyranchestatesairport.com	425
VALLEY VIEW AIRPARK P.O. Box 400	Pahrump	NV	89401	https://www.airnav.com/airport/5S9	426
New Hampshire					
COUNTRY CLUB AIR PARK 544 SHARPNERS POND ROAD	Dunbarton	NH	3046	www.airnav.com/airport/NH88	427
HAWTHORNE-FEATHER AIRPARK 2 MAIN ST	Hillsboro	NH	3244	https://www.nh.gov/dot/org/aerorailtransit/aeronautics/documents/Hawthorne.pdf	428
SILVER RANCH AIRPARK 190 Turnpike Road, Jaffrey Airport	Jaffrey	NH	3452	https://www.facebook.com/Silver-Ranch-Airpark-280994962020566/	429
SOARING HEIGHTS WINDSOCK VILLAGE P.O. Box 512	West Ossipee	NH	3890	windsockvillageairpark.com	430
New Jersey					
ALEXANDRIA FIELD PO Box 36	Pittstown	NJ	8867	alexandriafield.com	431

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
THOMAS BROWNE AIRPARK 603 Aura Road	Glassboro	NJ	8028	www.airnav.com/airport/61NJ	432
WIDE SKY AIRPARK 440 FRONT ST POT 617	Elmer, NJ near Bridgeton, NJ	NJ	8318	www.airnav.com/airport/JY31	433
New Mexico					
AERO MONTE VISTA P.O.Box 2770	Edgewood	NM	87015	https://waycoolproperty.com/projects	434
BENEDICT AIRPARK P.O. Box 999	Dexter	NM	88230	www.airnav.com/airport/NM20	435
CASA ADOBES AIRPARK 212 N. Arizona, P.O. Box 2331	Silver City	NM	88061	http://www.eagleinterests.com/casas-adobes.html	436
CIELO DORADO AIRPARK 1 Cielito	La Union	NM	88021	www.cielodoradoestates.com	437
FIRST AERO SQUADRON AIRPARK 103 Broadway, P.O. Box 196	Columbus	NM	88029	https://firstaerosquadron.com/the-aerodrome/	438
HACIENDA SUR LUNA AIRPARK 8550 Windsock Runway SE	Columbus	NM	88029	https://www.airnav.com/airport/NM78	439
INDUSTRIAL AIRPARK 4827 N Lovington Hwy	Hobbs	NM	88240	www.airnav.com/airport/HBB	440
LINDRITH AIRPARK 2060 State Hwy. 595	Lindrith	NM	87029	https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=E32	441
MID VALLEY AIR PARK 11 East-West Dr.	Los Lunas	NM	87031	https://www.facebook.com/Midvalleyairpark/?ref=page_internal	442
SANDIA AIRPARK ESTATES EAST P.O. Box 2770	Edgewood	NM	87015	https://www.facebook.com/pages/Sandia-Airpark-Estates-East-Airport/126379850741735	443
WINDSOCKS ESTATES AIRPARK 8710 Windsock Runway SE	Columbus	NM	88029	www.trulia.com/p/nm/columbus/8710-windsock-runway-se-columbus-nm-88029-2344753708	444
New York					
ADIRONDACK AIRPARK ESTATES P.O. Box 270	Westbrook	NY	16498	http://airnav.com/airport/NY17	445
BETHANY AIRPARK 10013 Day Road	Alexander	NY	14005	www.airnav.com/airport/8NK4	446
CALVERTON EXECUTIVE AIRPARK 200 Howell Ave.	Riverhead	NY	11901	www.airnav.com/airport/3C8	447

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
CATSKILL VALLEY AIRPARK Box 44	South Cairo	NY	12482	www.airnav.com/airport/2NY0	448
DEW AIRPARK 8354 Jackson Hill Rd.	Cuba	NY	14727	http://www.airport-data.com/airport/36NY/	449
DI STEFANO AIRPARK 30 Clark Ave.	Ft. Plain	NY	13339	https://skyvector.com/airport/3NY4/Di-Stefano-Airpark-Airport	450
ELY AIRPARK 7062 S. Lake Rd.	Bergen	NY	14416	www.airport-data.com/airport/24NY/	451
F&F AIRPARK Rd. 4 Box 488	Oneonta	NY	13820	https://www.airports-worldwide.com/usa/new_york/f&f_airpark_new_york.php	452
GENTZKE AERONAUTICAL PARK 10661 Crump Road	Holland	NY	14080	www.airnav.com/airport/NY40	453
HEBER AIRPARK 288 Brownsville Rd.	Gansevoort	NY	12831	www.airnav.com/airport/K30	454
HENDRICK FIELD P.O. Box 86	Gouverneur	NY	13642	www.airnav.com/airport/NK16	455
HOP HOUSE AIRPARK 236 Farley Rd.	Fort Plain	NY	13339	www.airnav.com/airport/11NK	456
HOPEWELL AIRPARK 4695 County Rd. One	Canandaigua	NY	14424	https://www.facebook.com/pages/Hopewell-Airpark/144238245599663	457
KIRKWOOD AIRPARK P.O. Box 1500	Kirkwood	NY	13795	http://www.city-data.com/airports/Kirkwood-Airpark-Airport-Kirkwood-New-York.html	458
LAKEVILLE AIRPORT ESTATES 5607 Pebble Beach Rd.	Lakeville	NY	14480	www.airnav.com/airport/NY15	459
MOUNTAIN VIEW AIRPARK 8252 Rte. 22N	West Chazy	NY	12992	www.airnav.com/airport/4NY0	460
N.E. AIRPARK, BROOKHAVEN AIRPORT 135 Dawn Drive	Shirley	NY	11967	www.northeastairpark.com	461
OMNI AIRPARK 4540 Ridge Road	Horseheads	NY	14845	www.airnav.com/airport/6NY2	462
PENDLETON AIRPARK 7100 Campbell Blvd	North Tonowanda	NY	14120	https://www.world-airport-codes.com/united-states/pendleton-airpark-55621.html	463
RIVEREDGE AIRPARK 697 C T Rt. 37	Central Square	NY	13036	www.airnav.com/airport/19NK	464

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
SKY ACRES AIRPARK 30 Airway Drive	LaGrangeville	NY	845-677-5010	http://www.skyacresairport.com/services-and-facilities.html	465
SPENCERPORT AIRPARK 119 Euler Rd.	Churchville	NY	14428	www.airnav.com/airport/D91	466
North Carolina					
AERO PLANTATION AIRPARK 865 Baron Road	Weddington	NC	28173	http://aeroplantation.net	467
BOYD'S HAWKS CREEK AIRPARK 196 McAllister Road	Mocksville	NC	27028	http://www.nc-airparks.com/AA_Hawks_Landing.htm	468
BRADY LANDING AIRPARK PO Box 141	Maple	NC	27956	http://www.bradylandingairpark.org/home.html	469
DECK AIRPARK 1628 Airpark Dr.	Apex	NC	27502	www.nc-airparks.com/AA_Deck_Airpark.htm	470
DUCHY AIRPARK 5001 Duchy Drive	Mebane	NC	27302	www.duchypoa.org	471
FLYERS AIRPARK 657 Flyers Drive	Linden	NC	28356	www.airnav.com/airport/9NC2	472
GOLDHILL AIRPARK Rt 1 Box 26	Goldhill	NC	28071	http://www.nc-airparks.com/AA_Gold_Hill.htm	473
KENLY AIRPARK 9055 Fab Whitley Road	Kenly	NC	27542	http://www.nc-airparks.com/AA_Kenly_Airport.htm	474
LAKE NORMAN AIRPARK 149 Yeager Rd., P.O. Box 3732	Mooresville	NC	28117-3732	lakenormanairpark.org/public/	475
LAKE RIDGE AERO PARK 5206 Sky Lane Drive	Durham	NC	27704	www.lakeridgeaero.com	476
LONG ISLAND AIRPARK P.O. Box 281	Sherrills Ford	NC	28673	https://longislandairport.org	477
MARCHMONT PLANTATION AIRPARK P.O. Box 148	Advance	NC	27006	https://www.facebook.com/pages/Marchmont-Plantation-Airpark/1557118737890246	478
MILLER AIR PARK 325 Airpark Drive	Mooresville	NC	28115	http://www.carolinaairparks.com/AA_Miller_Airpark.htm	479
MOUNTAIN AIR 65 Mountain Air Drive	Burnsville	NC	28714	www.mountainairnc.com	480

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
PILOT'S RIDGE AERO PLANTATION 704 Pilot's Ridge Rd.	Willmington	NC	28408	www.nc-airparks.com/AA_Pilots_Ridge.htm	481
PLANEVIEW PLACE KENLY AIRPORT 1067 Scott Road	Kenly	NC	27542	www.nc-airparks.com/AA_Kenly_Airport.htm	482
RAEFORD RHYNE AIRPARK Rt. 2 Box 110	Statesville	NC	28677	www.airnav.com/airport/NC15	483
SOUTH OAKS AERODROME 5245 County Home Rd.	Winterville	NC	28590	https://www.southoaksaerodrome.org	484
STAG AIR PARK 91 Aviator Lane	Burgaw	NC	28425	http://www.nc-airparks.com/AA_Stag_Airpark.htm	485
SUMMEY AIRPARK 256 Feree Rd.	Ellenboro	NC	28040	http://www.nc-airparks.com/AA_Summey_Airpark.htm	486
THE DUCHY AIRPARK P.O. Box 99	Saxapahaw	NC	27340	http://www.nc-airparks.com/AA_Duchy_AP.htm	487
TOPSAIL AIRPARK 108 Inlet Ct	Hampstead	NC	28443	www.airnav.com/airport/01NC	488
TRIPLE F AIRPARK 760 Murphy Rd.	Clinton	NC	28328	www.airnav.com/airport/9NR7	489
North Dakota					
GARRISON DAM RECREATIONAL AIRPARK P.O. Box 5020	Bismarck	ND	58502	www.airnav.com/airport/37N	490
NEWPORT RIDGE AIRPARK 446 P51 Blvd (New Development)	Kindred	ND	58051	https://www.newportridgekindred.com/about-newport-ridge-1	491
NEWPORT RIDGE AIRPARK 16611 54 St. SE	Kindred	ND	58051	www.newportridgekindred.com/	492
RED MIKE AIRPARK Lake Sakakawea	(In Development as of 8-19)	ND	58770	https://www.willistonherald.com/business/group-hopes-airpark-project-takes-off/article_862839dc-4e23-11e6-88a1	493
RICES AIRPARK Box 93	Maddock	ND	58348	www.airnav.com/airport/ND38	494
Ohio					
AIRPARK OHIO 1251 W Blee Rd	Springfield	OH	45502	https://springfieldohio.gov/business-development/airpark-ohio/	495

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
ANTIQUE ACRES AIRPARK 5503 Aviator Ave.	Goshen	OH	45122	antiqueacresairpark.com	496
BARNETT AIRPARK 1743 Macedonia Rd.	Midland	OH	45148	www.airnav.com/airport/1OA3	497
BROOKVILLE AIR-PARK 10491 Pleasant Plain Rd.	Brookville	OH	45309	https://www.airport-data.com/airport/I62/	498
CLEARWATER AIRPARK 5101 Monterey Road.	Owensville	OH	45103	www.airnav.com/airport/21OI	499
CONCORD AIRPARK 12361 Concord-Hambden Rd.	Painesville	OH	44077	www.airnav.com/airport/2g1	500
DORLON AIRPARK 18000 Station Rd.	Columbia Station	OH	44028	https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=05OI	501
EDDIE DEW MEMORIAL AIRPARK Rd. 2, Box 159A	Toronto	OH	43964	www.airnav.com/airport/1G8	502
INDUSTRY AIR PARK 415 Canal Road N.E.	Baltimore	OH	43105	www.airnav.com/airport/38OH	503
JEFFERSON COUNTY AIRPARK 600 Aipark Drive	Wintersville	OH	43953	https://www.jeffersoncountyairpark.org	504
JER-MAR AIRPARK 15544 Whitehead Rd.	LaGrange	OH	44050	www.airnav.com/airport/18OH	505
MOHICAN AIRPARK 8547 Snoddy Rd.	Shreve	OH	44691	https://www.facebook.com/pages/category/Airport/Mohican-Airpark-122950181070266/	506
MORAINE AIR PARK 3800 Clearview Rd.	Dayton	OH	45439	http://www.moraineairpark.com	507
OBANNON CREEK AERODROME 1010 Blue Sky Drive	Goshen	OH	45122	http://www.frankiehoward.com/airpark/	508
SANDY'S AIRPARK AT SPORTY'S Sandy's Farm Lane	Batavia	OH	45103	sandysairpark.com/about	509
TROY SKYPARK 3770 Monroe Concord Rd.	Troy	OH	45373	https://www.airnav.com/airport/OH71	510
VOGEL AIRPARK 3030 Sudbury Rd.	Columbus	OH	43221	https://www.airports-worldwide.com/usa/ohio/vogel_airpark_ohio.php	511
WACO FIELD AIRPARK 1865 S. County Road 25A	Troy	OH	45373	https://airnav.com/airport/1WF	512

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
WELTZIEN SKYPARK 3071 Greenwich Road	Wadsworth	OH	44281	www.flyskypark.com	513
WILMINGTON AIR PARK 1113 Airport Road	Wilmington	OH	45177	www.wilmingtonairpark.com/contact-us	514
Oklahoma					
BLUEBIRD AIRPARK 46505 Garretts Lake Rd.	Shawnee	OK	74804	https://www.airports-worldwide.com/usa/oklahoma/bluebird_airpark_oklahoma.php	515
ELLIS HARVEY AIRPORT SUBDIVISION 7651 Harvey Road	Guthrie	OK	73044	https://www.facebook.com/pages/EllisHarvey-Airport/145927932092584	516
GREEN COUNTRY AIRPARK Rt. 3, Box 1977	Afton	OK	74331	https://www.unipage.net/en/airport/69ok	517
HICKORY HILLS AIR PARK 4400 Hickory Hills Dr.	Noble	OK	73068	www.airport-data.com/airport/10OK/	518
MULBERRY HILL AIRPARK 8603 E. Lakeview	Stillwater	OK	74075	airportproperty.net/Oklahoma/Stillwater/MHA1/Mulberry_Hill_Airpark_1.htm	519
PETES AIRPARK 7915 E. 139 Rd.	Holdenville	OK	74848	www.airnav.com/airport/8OL1	520
SAGEEYAH AIRFIELD HOA 15995 S. 4130 Rd.	Claremore	OK	74107	https://www.airnav.com/airport/OK20	521
SAND RIDGE AIRPARK 13838 N. 155th E. Ave.	Collinsville	OK	74021	https://www.facebook.com/sandridge.airport/	522
SKYHAVEN AIRPARK P.O. Box 636	Collinsville	OK	74021	www.neighborhoodlink.com/Skyhaven_Airpark	523
SUNDANCE AIRPARK 13000 N. Sara Rd.	Yukon	OK	73099	sundanceairport.com	524
THE LANDINGS ON MONKEY ISLAND 56551 East Hwy. 125	Monkey Island	OK	74331	www.thelandingsgrandlake.com	525
TISHOMINGO AIRPARK 202 S.Capitol	Tishomingo	OK	73460	www.airnav.com/airport/0F9	526
Oregon					
BEAGLE SKY RANCH 15373 Jones Rd	White City	OR	97503	www.airnav.com/airport/OR96	527
CHEHALEM AIRPARK 17770 NE Aviation Way	Newberg	OR	97132	https://www.flyprecision.com/location/	528

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
CHENOWETH AIRPARK 6200 Chenoweth Rd. W.	The Dalles	OR	97058	www.airnav.com/airport/6OR2	529
CLINE FALLS AIR PARK 8301 W. Hwy. 126	Redmond	OR	97756	www.airnav.com/airport/3OR8	530
COUNTRY SQUIRE AIRPARK P.O. Box 571	Sandy	OR	97055	www.airnav.com/airport/S48	531
DIETZ AIRPARK 25474 Skylane Dr.	Canby	OR	97013	http://www.dietzairpark.com/flying-in.html	532
DRY CREEK AIR PARK 2209 SE Landings Way	Prineville	OR	97754	drycreekairpark.net	533
GOERING RANCHES/CHOCHETA 8101 SW Willard Road	Bend	OR	97701	https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=50OR	534
GREEN ACRES AIR PARK Box 3000 Dee Highway	Hood River	OR	97031	www.airnav.com/airport/7OR6	535
HAWKSFLIGHT AIRPARK 291 W Cascade Ave	Sisters	OR	97759	https://livingwithyourplane.com/listings/hawksflight-airpark-sisters-eagle-air/	536
INDEPENDENCE AIRPARK 831 Stinson St.	Independence	OR	97351	www.independenceaviation.com/airpark.html	537
JUNIPER AIRPARK 24150 Dodds Rd	Bend	OR	97701	http://www.airnav.com/airport/5OR5	538
KARPENS AIRPORT ESTATES 92563 Pilots Rd	Astoria	OR	97103	https://livingwithyourplane.com/listings/karpens-airport-estates/	539
KINGSTON AIRPARK 42156 Kingston Lyons Dr.	Stayton	OR	97383	www.airnav.com/airport/8OR2	540
LENHARDT AIRPARK 29502 S. Meridian Rd.	Hubbard	OR	97032	airhaven.net	541
MC KINNON AIRPARK 12960 SE TenEyck Rd.	Sandy	OR	97055	http://www.mckinnonairpark.com	542
MEYER RIVERSIDE AIRPARK 14730 SW Beef Bend Rd.	Tigard	OR	97224	www.airnav.com/airport/OG34	543
MILLER MEMORIAL AIRPARK 535 West St. South	Vale	OR	97918	www.airnav.com/airport/S49	544
OLINGER AIRPARK 33420 N.W. BAGLEY RD	Hilllsboro	OR	97124	www.airnav.com/airport/OR81	545

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
SCAPPOOSE INDUSTRIAL AIRPARK P.O. Box 190	Columbia City	OR	97018	https://www.portofcolumbiacounty.org/business-and-development/page/scappoose-industrial-airpark	546
SHADY COVE AIRPARK P.O. Box 1550	Shady Cove	OR	97539	www.airnav.com/airport/OG31	547
SPORTSMAN AIRPARK 504 NE Airpark Way	Newberg	OR	97132	www.sportsmanairpark.com	548
SUNNYHILL AIRPARK 151 Sunny Hill Dr.	North Bend	OR	97459	https://livingwithyourplane.com/listings/sunnyhill-airpark/	549
TWIN OAKS AIRPARK 12405 S.W. River Road	Hillsboro	OR	97123	https://www.twinoaksairpark.com	550
VALLEY VIEW AIRPARK 33700 SE Duus Rd	Estacada	OR	97023	https://www.facebook.com/pages/Valley-View-Airport/139446956074411	551
WORKMAN AIRPARK 9800 S. Gribble Road	Canby	OR	97013	www.facebook.com/pages/Workman-Airpark/144661252214343	552
Pennsylvania					
BERMUDIAN VALLEY AIRPARK 23 Milford Green Rd.	East Berlin	PA	17316	https://www.penndot.gov/TravelInPA/airports-pa/Pages/Bermudian-Valley-Airpark.aspx	553
BRADEN AIRPARK 3800 Sullivan Trail	Easton	PA	18040	https://www.penndot.gov/TravelInPA/airports-pa/Pages/Braden-Airpark.aspx	554
CENTRE AIRPARK Rd. 1, Box 387 Airport Rd.	Centre Hall	PA	16828	https://www.penndot.gov/TravelInPA/airports-pa/Pages/Centre-Airpark.aspx	555
CIRCLE G PEGASUS AIR PARK 1486 North 9th St.	Stroudsburg	PA	18360	http://www.pegasus-airpark.com	556
DON'S PLACE AIRPARK 375 Fairview Rd.	Hamburg	PA	19526	www.airnav.com/airport/68PA	557
DONEGAL SPRINGS AIRPARK 186 AIRPORT RD	Marietta	PA	17547	http://flyn71.com	558
DUNLEA AIRPARK 407 Hollister Lane	New Alexandria	PA	15670	www.airnav.com/airport/PN66	559
HANNY BEAVER AIRPARK 476 Hanover Kendall Rd.	Hookstown	PA	15050	https://www.facebook.com/pages/Hanny-Beaver-Airpark-Inc-Airport/858480084204772	560
MOORHEAD AIRPARK, LLC 9245 S. Haskill Road	North East	PA	16428	www.airnav.com/airport/PN40	561

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
MOUNTAIN BAY AIR PARK, INC. 100 Ponderosa Ct.	Greentown	PA	18426	http://mountainbayairpark.com/mountainbay.htm	562
SKYLINE ESTATES 65 Windsock Lane	Factoryville	PA	18419	https://www.skylineestates.co	563
WARREN AIRPARK 2776 Penna Ave. West	Warren	PA	16365	www.airnav.com/airport/7PA1	564
South Carolina					
CHANDELLE AVIATION ESTATES 400 Air Park Dr.	Greer	SC	29651	www.nc-airparks.com/A_SC_Chandelle_Airpark.htm	565
EAGLES NEST-FAIRVIEW AIRPARK 4577 Calks Ferry Rd.	Leesville	SC	29070	www.airnav.com/airport/SC23	566
EL PORVENIR AIRPARK 475 Swift Creek Rd.	Rembert	SC	29128	https://www.huntllc.com/listings/subdivision/El+Porvenir+Airpark	567
GILBERT INTERNATIONAL AIRPARK 376 Downwind Lee Rd.	Gilbert	SC	29054	www.gilbertairpark.org	568
HARDEE MYRTLE BEACH AIRPARK 200 Mooney Ct.	Loris	SC	29569	www.hardeeairpark.com	569
HUGGINS MEMORIAL AIRPARK 768 East Smith St.	Timmonsville	SC	29161	https://www.facebook.com/pages/Huggins-Memorial-Airport/150332738312361	570
OAKHILL AIRPARK 2 Aeronca Road	Belton	SC	29627	www.airnav.com/airport/SC82	571
PALMETTO AIR PLANTATION Highway 301 South, P.O. Box 777	Manning	SC	29102	www.palmettoairplantation.com	572
RAVEN'S RUN 1535 Omni Blvd.	Mount Pleasant	SC	29466	ravensrun.adamsprops.com	573
TOKEENA AIR PARK 109 Woodbine Terrace	Central	SC	29630	https://www.facebook.com/pages/category/Airport/Tokeena-Air-Park-Inc-562223097507937/	574
TRIPLE TREE AERODROME AIRPARK 330 Mary Hanna Road	Woodruff	SC	29399	http://www.tripletreeaerodrome.com	575
WEXFORD LANDING AIRPARK 606 Burkelo Road	Wagener	SC	29164	https://wexfordlanding.org	576
WHITEPLAINS PLANTATION AIRPARK 100 Cirrus Way	Gilbert	SC	29054	whiteplainscommunity.blogspot.com	577

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
WILLIAMSPORT AIRPARK 139 Taxiway Ave., P.O. Box 962	Easley	SC	29640	http://carolinaairparks.com/A_SC_Williamsport.htm	578
South Dakota					
FLYING T SKY RANCH 27622 Brook Dr.	Hot Springs	SD	57747	http://www.aviationestates.com/viewairpark.php?id=17518	579
Tennessee					
BIG SANDY AIRPARK Lick Creek Road	Humbodt	TN	38343	http://airnav.com/airport/39TN	580
BIG SOUTH FORK AIRPARK 167 W Monticello Pike	Huntsville	TN	37756	https://www.bsfairpark.com/?gclid=EAIaIQobChMIuY24i9-k6AIVHP_jBx1vEALQEAAYASAAEgL4ePD_BwE	581
CHANDELLE AIRPARK ESTATES 100 W. Crosswind Ct.	Tullahoma	TN	37388	www.chandelleairpark.com/airpark	582
COLONIAL AIR PARK P.O. Box 27441	Memphis	TN	38127	www.airnav.com/airport/01TN	583
DALLAS BAY SKY PARK 1824 East Crabtree Rd.	Hixson	TN	37343	www.airnav.com/airport/1A0	584
DEERFIELD RESORT 1235 Deerfield Way	La Follette	TN	37766	www.deerfieldresort.com	585
HENSLEY AIRPARK 138 Mitchell Rd.	Chuckey	TN	37641	www.hensleyairpark.com	586
LANDING AT RIVER'S EDGE 325 Alpine Mountain Way	Pigeon Forge	TN	37863	http://archive.knoxnews.com/homes/landing-at-rivers-edge-ep-412110552-359980771.html	587
MONTVALE AIRPARK 2432 Montvale Air Park Rd.	Maryville	TN	37803	maryville.wbir.com/news/community-spirit/44653-montvale-airpark-home-pilots-and-their-planes	588
PINEY CREEK AIRPARK P.O. Box 388	Altamont	TN	37301	www.pineycreekairpark.com	589
PLEASANT GROVE AIRPARK 388 Arnold Road	Shelbyville	TN	37160	www.airnav.com/airport/8TN2	590
RABY AIRPARK 1108 Harvey Rd.	Knoxville	TN	37922	www.airnav.com/airport/8TN3	591
SEYMOUR AIR PARK, INC. 1010 Boling Road	Seymour	TN	37865	www.airnav.com/airport/TN20	592
TAFT AIR PARK 1172 Ardmore Hwy.	Taft	TN	38488	www.taftairpark.com	593

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
WEST WIND AIRPARK 13104 Kingston Pike	Knoxville	TN	37922	www.airnav.com/airport/TN64	594
WHIFFERDILL ESTATES P.O. Box 167	Chapmansboro	TN	37035	www.whifferdill.com	595
Texas					
AERO ESTATES AIRPARK 11685 Pilot Lane	Frankston	TX	75763	http://www.airportairparkhomes.com/features/380.asp	596
AEROVILLAS, WEST HOUSTON AIRPORT 18000 Groschke Rd.	Houston	TX	77084	www.aerovillas.com	597
AIR PARK ESTATES Box 33	Addison	TX	75001	planohomesandland.com/fly-air-park-estates-plano-tx	598
AIR RANCH ESTATES 109 Canyon Cove	Mabank	TX	75147	https://www.funplacestofly.com/Airport-Info-Air-Ranch-Estates-Texas	599
AIRPARK - DALLAS AIRPORT 4100 International Parkway, Suite 1100	Carrolton	TX	75001	https://www.facebook.com/pages/Air-Park-Dallas-Airport/133005426738134	600
AIRPARK DALLAS AIRPORT F69 Air Park Services, Box 33	Addison	TX	75001	www.airnav.com/airport/F69	601
ALISON AIRPARK AIRPORT 725 Scull Rd.	San Marcos	TX	78666	www.airnav.com/airport/7TS2	602
ALVIN AIRPARK 12357 CR 280	Alvin	TX	77511	www.airnav.com/airport/6R5	603
ANDEROSA AIRPARK P.O. Box 307	Corrigan	TX	75939	www.airnav.com/airport/TA43	604
BAR VK AIR RANCH ESTATES 11745 Merlin Drive	Sanger	TX	76266	https://www.facebook.com/pages/Bar-V-K-Ranch-Airport/140408682666038	605
BB AIRPARK 3030 FM 518 #621	Pearland	TX	77584	www.airnav.com/airport/TE88	606
BENGER AIR PARK Box 326	Friona	TX	79035	www.airnav.com/airport/X54	607
BIGGIN HILL AIRPARK 11302 HIGHWAY 84 #10	Shallowater	TX	79363	https://www.facebook.com/BigginHillAirpark	608
BLACKWOOD AIRPARK 154 Leigh Lari Circle	Elm Mott	TX	76640	https://www.airnav.com/airport/TX46	609

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
BLANCO LANDING 3238 Hwy. 281 N.	Blanco	TX	78606	www.landingatblanco.com/	610
BOURLAND FIELD ESTATES 17611 US-377	Cresson	TX	76035	www.bourlandestates.com	611
BUFFALO CHIPS AIRPARK Box 1456	Joshua	TX	76058	www.airnav.com/airport/TE45	612
CAMERON MUNICIPAL AIRPARK 100 Houston St., PO Box 833	Cameron	TX	76520	https://www.camerontexas.net/227/Cameron-Municipal-Airpark	613
CANYON LAKE AIRPARK 900 Hancock Rd.	Canyon Lake	TX	78133	canyonlakeairport.net	614
CAVOK AIRPARK 400 County Rd 3141	Cleveland	TX	77327	https://www.chron.com/neighborhood/dayton/news/article/Cleveland-airpark-community-to-take-flight-9541673.php	615
CIBOLO SEA-WILLOW AIRPARK 9015 FM 775	Seguin	TX	78155	www.airnav.com/airport/TE67	616
COMFORT AIRPARK P.O. Box 293532	Kerrville	TX	78029	www.airnav.com/airport/17TE	617
COMFORT FALLS AVIATION ESTATES 118 FM 1621	Comfort	TX	78013	https://livingwithyourplane.com/listings/comfort-falls-aviation-estates/	618
COVEY TRAILS 10 CC West Kitty Hawk	Richmond	TX	77469	https://www.facebook.com/permalink.php?id=108226734126282&story_fbid=175233624092259	619
CREEKSIDE AIR PARK P.O. Box 688	Mineola	TX	75773	www.airnav.com/airport/XA46	620
CROSS-COUNTRY ESTATES Rt. 3, Box 1300	Georgetown	TX	78262	crosscountryairpark.com	621
DILLEY AIRPARK P.O. Box 230	Dilley	TX	78017	www.airnav.com/airport/24R	622
DRIFTWOOD RANCH ON THE BRAZOS PO Box 210	Weatherford	TX	76086	https://morgan-ranch.com/driftwood-ranch	623
DRY CREEK AIRPORT 14425 Dry Creek Dr.	Cypress	TX	77429	www.ts07.org	624
DUCOTE AIRPARK 8625 Ducote Air Park Rd.	San Angelo	TX	76904	www.airnav.com/airport/TS65	625
EAGLE AIR PARK 200 Eagle Air Park	Brazoria	TX	77422	https://www.airnav.com/airport/2TE0	626

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
EAGLE NEST ESTATES 2730 Falcon Way	Midlothian	TX	76065	https://www.facebook.com/thenest122.975/?rf=1062251643807034	627
EL CAMPO AIRPARK P.O. Box 288	El Campo	TX	77437	www.airnav.com/airport/TS96	628
ELM CREEK AIRPARK 100 Tailwind Drive	Seguin	TX	78155-0791	www.elmcreekairpark.com	629
ELMDALE AIRPARK 4682 Newman Rd.	Abilene	TX	79604	https://www.facebook.com/ElmdaleAirPark/	630
FAIR WEATHER FIELD 11707 F.M. 359	Brookshire	TX	77423	https://www.fairweatherfield.net	631
FENTRESS AIRPARK P.O. Box 337	Fentress	TX	78622	www.airnav.com/airport/XS90	632
FLYING L AIRPARK 1200 S. Main	Mansfield	TX	76063	www.airnav.com/airport/6TX7	633
FLYING T RANCH 7788 County Road 530	Anna	TX	75409	https://www.airnav.com/airport/41TS	634
FORT CLARK SPRINGS AIRPARK P.O. Box 345	Brackettville	TX	78832	https://fortclark.com/airport.html	635
GUN BARREL CITY AIRPARK 1223 Harbor Point Rd	Gun Barrel City	TX	75156	https://www.airnav.com/airport/74XA	636
HANK SASSER AIRPORT-AIRPARK 2414 Kenai Drive	Cedar Park	TX	78613	https://www.facebook.com/breakawaypark/	637
HIDDEN VALLEY AIRPARK 99 Hidden Valley Airpark	Shady Shores	TX	76208	hiddenvalleyairpark.org/httpdocs/	638
HILLTOP LAKES P.O. Box 1242	Hilltop Lakes	TX	77871	www.hilltoplakes.com	639
HORSESHOE BAY AIRPARK 1449 Airpark	Horseshoe Bay	TX	78657	http://www.horseshoebay.com/poa.html	640
HORSESHOE BEND AIRPARK 133 Lipan Trail	Weatherford	TX	76087	http://www.airnav.com/airport/F78	641
HOUSTON PEARLAND AIRPARK P.O. Box 1602	Pearland	TX	77588	http://www.flypearland.com	642
HUBER AIRPARK CIVIC CLUB 191 Beechcraft Lane	Seguin	TX	78155	huberairpark.com	643

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
KESTREL AIR PARK 150 Flightline Dr.	Spring Branch	TX	78070	www.kestrelhome.com/kestrel	644
KNAPP PECAN ORCHARD AIRPARK 1530 MWCR 3040	Purdon	TX	76679	www.airnav.com/airport/5TS3	645
LAGO VISTA TEXAS AIRPARK 5803 Thunderbird Drive	Lago Vista	TX	78645	https://www.lagovistatexas.org/span_ourspan_community/index.php	646
LAKE LIVINGSTON AIRPARK ESTATES 415 Airport Rd	Livingston	TX	77351	http://www.subdivisionslakelivingston.com/index.php/10-polkco-subdivisions/171-pinwah-14	647
LAKEWAY AIRPARK INC. 115 Flying Scot	Lakeway	TX	78734	3r9.org/	648
LIVINGSTON MUNI AIRPARK 200 West Church	Livingston	TX	77351	https://www.cityoflivingston-tx.com/166/Municipal-Airport	649
LUBBOCK EXECUTIVE AIRPARK AIRPORT 12201 Country Road 2500	Lubbock	TX	79404	https://www.facebook.com/lubbockexecutiveairpark/	650
MADEIRA AIRPARK 2826 E. Centerville	Garland	TX	75040	www.airnav.com/airport/TX91	651
MARIAN AIRPARK P.O. Box 949	Wellington	TX	79095	https://www.airnav.com/airport/F06	652
MIDLAND EXECUTIVE AIRPARK P.O. Box 60305	Midland	TX	79711	https://www.flymaf.com/149/Midland-Executive-Airpark	653
NASSAU BAY AIRPORT COMMUNITY 6813 Middle Rd	Granbury	TX	76049	www.facebook.com/pages/Nassau-Bay-Airport/126818044031764	654
NOCONA HILLS RESIDENTIAL COMMUNITY 110 Nocona Drive	Nocona	TX	76225	www.noconahills.com/	655
NORTHWEST REGIONAL AIRPORT 860 Airport Rd.	Roanoke	TX	76262	www.fly52f.org	656
POETRY LANDING (FORMERLY RIVES AIR 6240 Pinon Trail	Royse City	TX	75189	http://www.poetrylanding.com	657
POLLY RANCH ESTATES AIRPORT P.O. Box 161	Friendswood	TX	77546	www.pollyranch.com	658
PROPWASH ADDITION 15663 Cessna Road	Justin	TX	76247	http://www.airnav.com/airport/16x	659
REESE AIRPARK 9801 Reese Blvd. Suite 200	Lubbock	TX	79416	www.airnav.com/airport/8XS8	660

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
RIVER FALLS AIRPARK 13150 Wild Horse Trail	Amarillo	TX	79118	https://www.facebook.com/pages/category/Airport/River-Falls-Airport-1674104452875150/	661
RUSTY ALLEN LAGO VISTA AIRPARK 21557 Lakefront Dr.	Lago Vista	TX	78645	https://lagovistatexas.org/span_city_span_departments/airport/index.php	662
RWJ AIRPARK 15111 Lakeview Dr.	Baytown	TX	77523	rwjairpark.com	663
SAN GERONIMO AIRPORT 15464 FM 471W No. 27	San Antonio	TX	78253	www.facebook.com/pages/San-Geronimo-Airpark/110693488984256	664
SILVER FALCON AERO ESTATE	Northern Dallas-Ft	TX	72096	https://skytrusttx.com	665
SILVER WINGS FLY-IN RANCH 3749 Frederick Rd.	Fredericksburg	TX	78624	silverwingsflyinranch.com	666
SONGBIRD SKY RANCH P.O. Box 1109	Rosharon	TX	77583	www.har.com/pricetrends/songbird-ranch-realestate/9568	667
SPICEWOOD AIRPARK 111 Piper Lane	Spicewood	TX	78669	http://www.spicewoodpilots.org	668
STAGE COACH HILLS AIRPARK 5920 Steve Court	Westlake	TX	76262	https://www.neighborhoods.com/stagecoach-hills-westlake-tx	669
SUNRISE BEACH AIRPARK 124 Sunrise Dr, Sunrise Beach	Sunrise Beach Village	TX	78643	www.facebook.com/pages/Sunrise-Beach-Airport/109145925809601	670
TAILSPIN ESTATES AIRPARK 133 Tailspin Circle	Brock	TX	76087	www.airnav.com/airport/58TX	671
TAILWIND AIRPARK 690 Vz County Road 3119	Edgewood	TX	75117	www.tailwindairpark.com/location	672
THE LANDINGS PECAN PLANTATION AIRPARK 7900 Monticello Dr	Granbury	TX	76049	http://www.pecanplantation.com/landings-airpark	673
THRESHOLD RANCH 100 Boerne Stage Airfield	Boerne	TX	78006	www.thresholdranch.com	674
TIERRA LINDA RANCH HCR 5 Box 574C	Kerrville	TX	78028	www.tlrhoa.com	675
TOWN AND COUNTRY AIRPARK 12201 CR 2500	Lubbock	TX	79404	www.airnav.com/airport/3AL6	676
TOY AIRPARK 8815 County Rd. 511	Rosharon	TX	77583	www.airnav.com/airport/15XS	677

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
TRI-MODAL AIR PARK P.O. Box 1000	Georgetown	TX	78626	www.airnav.com/airport/30TA	678
TXAEROSPORT AERODROME 627 Belden Road	Howe	TX	75459	www.txaerosport.com	679
WARD AIRPARK P.O. Box 2188	Port Aranasas	TX	78373	https://www.har.com/neighborhoods/ward-air-park-realestate/6471	680
WAVERLY ACRES RESIDENTIAL AIRPARK Ponderosa Dr. PO BOX 1149	New Waverly	TX	77358	http://www.waverlyacres.com/contact.html	681
WAVERLY ESTATES AIRPARK P.O. Box 1149	New Waverly	TX	77358	https://www.facebook.com/waverlyacres	682
WEST AIRPARK 625 Airpark Road	Manvel	TX	77578	www.city-data.com/airports/West-Airpark-Airport-West-Texas.html	683
WINDERMERE AIRPARK 111 Piper Ln	Spicewood	TX	78669	https://start.cortera.com/company/research/l7s2qsj4q/windermere-airpark-llc/	684
WOLFE AIRPARK 8802 Belcher, P.O.Box 941	Manvel	TX	77578	https://www.airnav.com/airport/3T2	685
ZUEHL AIRPORT FLYING COMMUNITY 6898 Gin Rd.	Marion	TX	78124	https://www.facebook.com/zuehlfield	686
Utah					
PARADISE AIR PARK P.O. Box 275	Tridel	UT	85043	www.airports-worldwide.com/usa/arizona/paradise_air_park_arizona.htm	687
SKY RANCH AT GRASSY MEADOWS 4283 S. 1200 West	Hurricane	UT	84737	www.grassymeadows.org/homesforsale.php	688
STRAWBERRY VALLEY ESTATES HC 82, Box 1169	Duck Creek Village	UT	84762	https://www.duckcreekhomes.com/subdivisions-strawberry-valley-estates.htm	689
SUN VALLEY ESTATES 1700 Vly Bk Pza; 300 S. 4th St.	Cedar City	UT	84721	http://www.lundutah.com/SVE.html	690
THUNDER RIDGE RECREATIONAL AIRPARK PO Box 141, Thunder Ridge Road	Fruitland	UT	84027	www.thunderridgeairpark.com	691
WEST DESERT AIRPARK 614 N 18150 W	Fairfield	UT	84013	https://www.facebook.com/pages/category/Airport/West-Desert-Airpark-191197167589112/	692
Vermont					
CARRIERS SKYPARK 422 Carrier Rd.	Washington	VT	5675	www.airnav.com/airport/VT31	693

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
Virginia					
BEAVER DAM AIRPARK 8229 Beech Land Rd.	Elberon	VA	23846	www.airnav.com/airport/VA33	694
BRANHAM MILL AIRPARK 1539 Threeway Rd.	Warsaw	VA	22572	www.airnav.com/airport/VG29	695
BRIDGEWATER AIR PARK P.O. Box 7	Bridgewater	VA	22812	airnav.com/airport/VBW	696
DOGWOOD AIRPARK 60 Air park Blvd.	Fredericksburg	VA	22405	https://fredericksburg.com/lifestyles/house_and_home/at-dogwood-airpark-property-aviators-welcome/article_2c22	697
EAGLES NEST AIRPARK 2611 West Main St. #8	Waynesboro	VA	22980	www.eaglesnest.aero	698
JETT AIRPARK Hull Neck Road	Edwardsville	VA	22473	www.airnav.com/airport/2VA1	699
MERLIN AERODROME 10949 Bevils Bridge Rd.	Amelia	VA	23002	www.merlinaero.org	700
POTTS LANDING AIRPARK 4131 Birch Elmo Road	South Boston	VA	24592	http://www.sovanow.com/index.php?/news/article/friendly_skies/	701
SCOTT AIRPARK 12582 Lutheran Church Rd.	Lovettsville	VA	20180	www.airport-data.com/airport/VA61/	702
TIMBER RIDGE AIRPARK 411 Three Oaks Dr.	Gore	VA	22637	www.airnav.com/airport/VA46	703
WARRENTON AIR PARK 9272 Green Meadows Rd.	Warrenton	VA	20187	http://flyingclub1.org/directions_airpark.php	704
WOODFORD AIRPARK 13247 Bull Church Rd.	Woodford	VA	22580	www.airnav.com/airport/20VA	705
Washington					
AERO PLAZA AIRSTRIP 4403 62nd Ave	Olympia	WA	98503	https://livingwithyourplane.com/listings/aero-plaza-airstrip/	706
APEX AIRPARK P.O. Box 47361	Olympia	WA	98504	https://wsdot.wa.gov/aviation/AllStateAirports/Silverdale_Apex.htm	707
BEAR VALLEY SKYRANCH AIRPARK P.O. Box 54, 32 Luscombe Ct.	McCleary	WA	98557	www.airnav.com/airport/WN47	708
BECKER'S LANDING 9586 Padilla Heights	Anacortes	WA	98221	https://www.airnav.com/airport/WN18	709

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
BLAKELY ISLAND AIRPARK 466 Marine Dr.	Blakley Island	WA	98222	http://www.airnav.com/airport/38WA	710
BLUE RIBBON FARMS 91 Greywolf Air Court	Sequim	WA	98382	www.blueribbonfarmsassociation.com	711
CEDARS NORTH AIRPARK 19506 NE 157th Ave.	Battle Ground	WA	98604	https://www.airnav.com/airport/W58	712
CREST AIRPARK AT NORMAN GRIER FIELD 29300 179th Place SE	Kent	WA	98042	https://crestairpark.com/#	713
DAYBREAK SKYPARK 4403 NE 290th St	La Center	WA	98629	https://livingwithyourplane.com/listings/daybreak-skypark/	714
DESERT AIRE AIRPORT AIRPARK 215 Desert Aire Dr N	Mattawa	WA	99349	https://www.facebook.com/pages/category/Country-Club---Clubhouse/Desert-Aire-Owners-Association-41468032195536	715
DISCOVERY TRAIL FARM AIRPARK 262 Trailside Dr	Sequim	WA	98382	www.discoverytrailfarmairpark.com/contact-us/	716
ELLER'S AIRPARK 5317 N Crestline, PO Box 151	Spokane	WA	99207	https://livingwithyourplane.com/listings/ellers-airpark/	717
EVERGREEN SKY RANCH 37302 - 204th Ave SE	Black Diamond	WA	98092	www.51wa.org	718
FALCON RIDGE AIRPARK 100 Pheasant Crest Dr.	Yakima	WA	98908	https://www.falconridge.org	719
FALL CITY AIRPORT 4731 354th Ave. SE	Fall City	WA	98024	http://www.airnav.com/airport/1WA6	720
FLYING ROCK AIRPARK 1891 Upper Green Canyon	Ellensburg	WA	98926	www.airport-data.com/airport/WA47/	721
FRONTIER AIRPARK 12421 123rd Ave. NE	Lake Stevens	WA	98258	www.frontierairpark.org/about.html	722
LAWSON AIRPARK 822 Monroe Rd.	Port Angeles	WA	98362	www.airnav.com/airport/WN21	723
LEISURELAND AIRPARK 4871 Aviator Lane NW	Bremerton	WA	98312	http://www.airnav.com/airport/WA96	724
LOST RIVER AIRPARK/RESORT 16 Mercer Road	Mazama	WA	98833	https://www.facebook.com/pages/Lost-River-Resort-Airport/123365901044976	725
LOST RIVER AIRPORT 24 Lost River Airport Runway, P.O. Box 220	Mazama	WA	98833	https://okanogancountry.com/poi/lost-river-airport	726

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
LYNDEN MUNICIPAL AIRPORT/AIRPARK 8635 Depot Road	Lynden	WA	98264	https://www.wsdot.com/aviation/AllStateAirports/Lynden_LyndenMunicipal.htm	727
ORCAS ISLAND AIRPARK P.O. Box 53	Eastsound	WA	98245	https://www.facebook.com/orcasairport/	728
PARKSIDE AIRPARK P.O. Box 352	Battle Ground	WA	98604	www.airnav.com/airport/WA87	729
PETERSON ESTATES 5239 Jackson Hwy. Ed Carlson. Memorial Airport	Toledo	WA	98591	https://lewiscountywa.gov/departments/airports/ed-carlson-memorial-field-south-lewis-county-airport-tdo/	730
POINT ROBERTS AIRPARK 622 Marine Drive	Point Roberts	WA	98281	https://www.wsdot.com/aviation/AllStateAirports/PointRoberts_PointRobertsAirpark.htm	731
PORT OF LOPEZ ISLAND P.O. Box 907	Lopez Island	WA	98261	https://www.portoflopez.com/airport-2/	732
RANDLE-KIONA AIRPARK 142 Young Rd	Randle	WA	98377	https://www.facebook.com/pages/Randle-Kiona-Airpark/140410219332140	733
RIVERVIEW AIRPARK P.O. Box 487	Chelan	WA	98816	http://www.airnav.com/airport/9WA	734
SEQUIM VALLEY AIRPORT/AIRPARK 468 Dorothy Hunt Lane	Sequim	WA	98382	https://sequimvalleyairport.com	735
SEVEN BAYS AIRPARK 7 Bays	Davenport	WA	99122	http://sevenbaysestates.com	736
SFS AIRPARK 2321 NE 160 Loop	Vancouver	WA	98684	www.airnav.com/airport/80WA	737
SHADY ACRES AIRPORT 4409 208th St E	Spanaway	WA	98387	https://www.wsdot.wa.gov/aviation/AllStateAirports/Spanaway_ShadyAcres.htm	738
SKY MEADOWS AIRPARK 16616 East 44th Ave.	Greenacres	WA	99016	https://www.airnav.com/airport/WN92	739
STUART ISLAND AIRPARK P.O. Box 4393	Friday Harbor	WA	98250	https://www.facebook.com/pages/Stuart-Island-Airpark/139246869445278	740
VAUGHAN RANCH AIRFIELD AIRPARK 7272 Long Lake Rd. SE	Port Orchard	WA	98366	https://www.airnav.com/airport/WN13	741
WESTERN AIRPARK Po Box 410	Yelm	WA	98597	http://www.airnav.com/airport/06WN	742
WHIDBEY AIRPARK P.O.Box 852, 5227 Crawford Rd	Langley	WA	98260	http://www.airnav.com/airport/w10	743

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
West Virginia					
CEDAR MEADOWS AIRPARK Hardest Road, Lindbergh Court	Summit Point	WV	25446	https://www.freewebs.com/ready01/	744
HALES LANDING AIRPARK P.O. Box 81	Davisville	WV	26142	https://www.facebook.com/pages/Hales-Landing-Airport/737724229674451	745
ONA AIRPARK Po Box 88, #1 Fair Skies Drive	Ona	WV	25545	www.onaairpark.com	746
POTOMAC AIRPARK 1150 Airport Ln	Berkely Springs	WV	25411	www.airnav.com/airport/W35	747
WINDWOOD FLY-IN RESORT 43 Amelia Dr	Davis	WV	26260	https://windwoodresort.com	748
Wisconsin					
BUCKY'S AIRPARK N5160 5th Drive	Plainfield	WI	54966	www.airnav.com/airport/WN09	749
CRISPY CEDARS PRIVATE AIRFIELD 9437 Four Corners Rd	Brussels	WI	54204	www.crispycedars.com	750
HOLLAND AIR PARK 9229 Garfield Rd., Hanson Drive	Holmen	WI	54636	https://lacrossetribune.com/courierlifenews/lifestyles/at-holland-airpark-residents-have-unique-chance-to-live	751
LAKEWOOD AIRPARK 15605 Maiden Lake Road, P.O. Box 298	Lakewood	WI	54138	www.airnav.com/airport/4WN3	752
MCDERMOTT AIRPARK 200 Main St.	Sullivan	WI	53178	https://www.airport-data.com/airport/31WI/	753
PINEWOOD AIR PARK 4726 Lakewood Rd.	Goodnow	WI	54529	www.airnav.com/airport/WS39	754
POPPY'S FLYING ACRES AIRPORT COMMUNITY N4176 Faskell Road	New London	WI	54961	http://poppysflyingacres.com	755
ST. CROIX RIVIERA AIRPORT P.O. Box 545, 832nd Ave. W. 12480	River Falls	WI	54022	https://www.airnav.com/airport/6WI2	756
THREE CASTLES AIRPARK 281 Green Wing Drive	Wonewoc	WI	53968	www.airnav.com/airport/4D1	757
WAUNAKEE AIRPORT AIRPARK 5992 Woodland Dr.	Waunakee	WI	53597	http://www.waunakee.com/829/Waunakee-Airpark-LLC	758
WAYPOINT AIRPARK 88755 Compton Road	Bayfield	WI	54814	https://www.facebook.com/Waypoint46N/	759

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
Wyoming					
AFTON AIRPARK 210 Citation	Afton	WY	83110	http://www.aftonairport.com	760
ALPINE AIRPARK Box 3309, 646 County Rd. 100	Alpine	WY	83128	alpineairpark.com	761
RED REFLET RANCH AIRPARK 595 State Hwy 434	Ten Sleep	WY	82442	https://red-reflet-ranch.net/?gclid=EAIaIQobChMI5JDk-LCZ7QIVCIrICh0fCwkAEBAYASAAEgJum_D_BwE	762
SKYVIEW ESTATES AIRPARK 1512 Skyview Ave.	Cheyenne	WY	82009	https://skyviewairpark.com	763
THE REFUGE AIR RANCH 646 Co Rd 100	Alpine	WY	83128	www.refugeairranch.com/contact/	764

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
CANADA					
Alberta					
OKOTOKS AIR RANCH AIR PARK 2 Winters Way	Okotoks, Canada (Near Calgary)	AB	T1S 1W9	http://cfx2.ca/index.html	765
TWIN ISLAND AIRPARK, ALBERTA Sherwood Park, AB T8C 1A6, Canada	Twin Island/Edmonton	AB	CEE6	https://www.world-airport-codes.com/canada/edmonton-twin-island-airpark-60199.html	766
British Columbia					
COURTENAY AIRPARK Courtenay Airpark Ass'n. 1-110 20th St	Courtenay	BC	V9N 8B1	https://www.courtenayairpark.com	767
MABEL LAKE RESORT & AIRPARK 3445 Enderby Mabel Lake Road, RR2 S16 C2	Enderby	BC	VOE 1V5	mabellakegolf.com	768
Nova Scotia					
DAYSPRING AIRPARK & SOARING HEIGHTS 1 Copper Drive, RR #7	Bridgewater	NS	B4V 3J5	www.facebook.com/pages/Bridgewater-Dayspring-Airpark/133119496727454	769
EAST GORE ECO-AIRPARK 204 Courthouse Hill Road	East Gore	NS	B2S 3C9	www.gcmap.com/airport/CCY4	770
FINLAY AIR PARK South Ohio	Deerfield, Canada	NS	B0W 3E0	www.google.com/search?ei=XBmtW86WI6TVjwTdooOQCg&q=Nova%20Scotia%20Air%20Parks&oq=Nova+Scotia+Air+Parks&gs_l=ps	771
GUELPH AIRPARK, CANADA 50 Skyway Dr.	Guelph	ON	N1H 6H8	https://www.facebook.com/GuelphAirpark/	772
WEST CAPITAL CARP AIRPARK 1500 Thomas Argue Rd.	Carp	ON	K0A 1LO	https://www.facebook.com/carpairport/	773
Prince Edward Island					
CABLEHEAD AIRPARK 46.433, -62.583	St. Peters Bay	PE	COA 2A0	cablehead.weebly.com	774
AUSTRALIA					
Queensland					
CUMULUS AIRPARK 29 Cumulus Court	Kybong	QLD	4570	www.cumulusairpark.com.au	775
GATTON AIRPARK Continental Ct.	Gatton, Queensland	QLD	4343	www.gattonairpark.com	776

RESIDENTIAL AIRPARK	LOCATION	STATE	ZIP CODE	WEB PAGE	# NUM
KENSINGTON PARKSIDE AIRPARK (IN P.O. Box 3130	Bundaberg, Queensland	QLD	4670	http://www.kensingtonparkside.com.au/residential-airpark/overview/	777
WHITSUNDAY AVIATION VILLAGE ESTATE 12 Air Whitsunday Road	Flame Tree	QLD	4802	https://www.facebook.com/pages/category/Local-Business/Whitsunday-Aviation-Village-Estate-365881653763086/	778
BRAZIL					
São Paulo					
CONDOMINIO AERODROMO VALE ELDORADO Estrada Da Ponte Ita S/N	Sao Paulo / Atibale Brazil	SP	03346 Braganca Paulista	https://www.facebook.com/pages/Aerodromo-Vale-Eldorado/200441940030076	779
COSTA RICA					
AIRPARK COSTA RICA Correo Playa	Samara	CR	50205	www.airpark-costarica.com	780
FRANCE					
AIRPARC CAHORS FRANCE Rabastens-de-Bigorre,	Tarbes	FR	65140	http://www.airparkcahors.com	781
SWEDEN					
SILJAN AIRPARK Rodervägen 5, 793 60	Siljansnas	SE	793 60	www.siljanairpark.se	782
UNITED KINDOM					
HENSTRIDGE AIRFIELD Unnamed Road, Henstridge Templecombe	Somerset	UK	BA8 0TN	henstridgeairfield.com	783

Appendix F – [Aircraft Registration in Europa]

Number of aircraft with a registration from another country than the a/c base location)

	Total SEP/MEP/SET	Foreign Registered (ALL)	
Base location	**Number of A/C**	**Number of A/C**	**Percentage**
Austria	18	4	22%
Belgium	19	7	37%
Denmark	198	16	8%
France	135	32	24%
Germany	691	262	38%
Ireland	15	3	20%
Italy	17	1	6%
Luxembourg	13	1	8%
Netherlands	42	8	19%
Spain	38	8	21%
Switzerland	33	8	24%
United Kingdom	231	29	13%

TOTAL: 1.450 aircraft
excluded all countries with less than 10 SEP/MEP/SET aircraft

Appendix G - Annex 14

The Annex is made up of Standards and Recommended Practices adopted by the Council, as well as Appendices, Definitions, Tables, and Figures. Material approved by the Council for publication is also included, such as Forewords, Introductions, Notes, and Attachments.
The Annex is made up of several component parts, including standards and recommended practices adopted by the Council, definitions of terms used in the standards, and tables and figures illustrating the standards. Additionally, the Council has approved material for publication alongside the standards, including forewords, introductions, notes, and attachments.
The Annex to the Convention on International Civil Aviation consists of standards and recommended practices adopted by the Council, as well as appendices, definitions, tables, and figures. Additionally, the Council has approved forewords, introductions, notes, and attachments to be published along with the standards and recommended practices.



(Source author)

Aerodrome reference code as

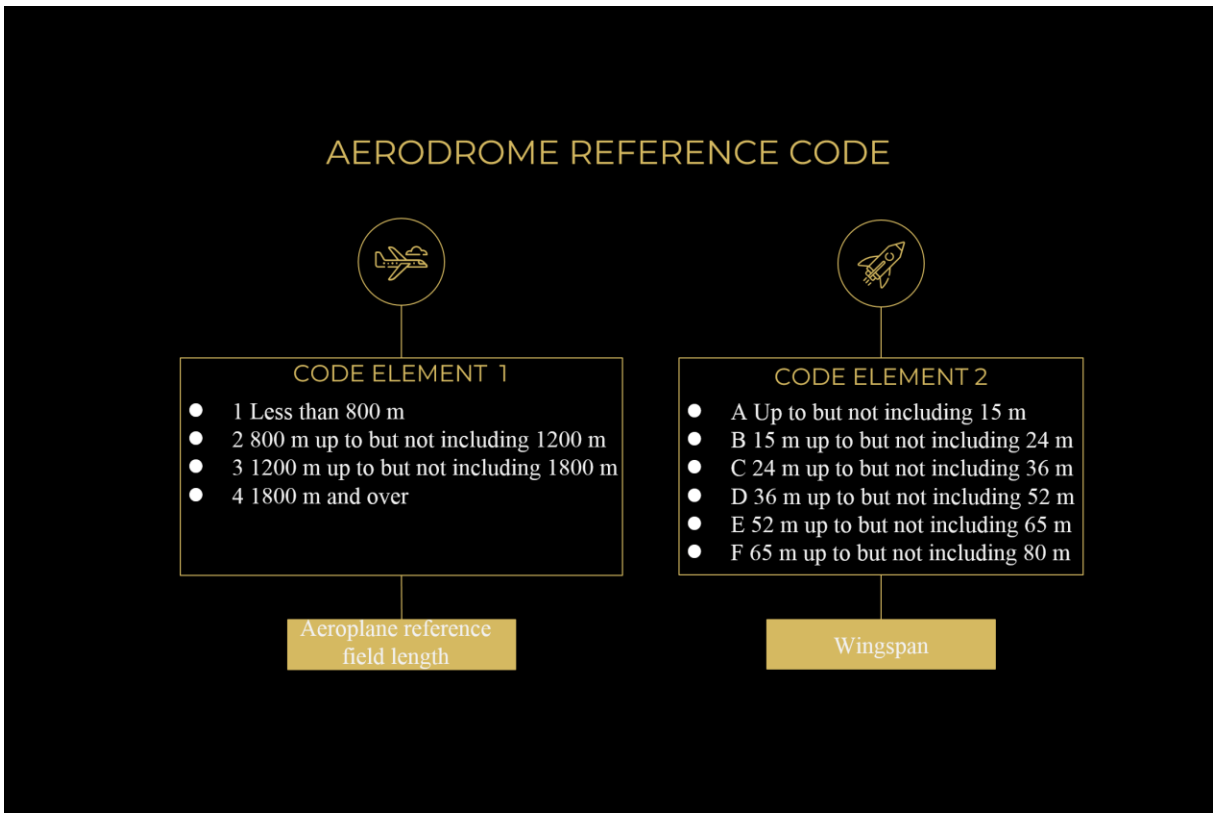
Edition 1 review 14 dated of 8 November 2018, defined as (Annex 14, 2018;1.6)

The goal of the reference code is to create a simple way to compare the various specifications for different types of aerodromes, in order to provide a set of facilities that are suitable for the types of planes that will be using them. The code is not meant to be used for determining runway length or pavement strength requirements. Instead, it is composed of two elements that are related to the plane's performance characteristics and dimensions. Element 1 is a number based on the plane's reference field length, and element 2 is a letter based on the plane's wing span. The code letter or number within each element is related to

the critical plane characteristics that the facility is meant to accommodate. When using the Annex 14 reference code, you first need to identify the types of planes that the aerodrome is intended to serve, and then determine the two elements of the code that correspond to those types of planes.
The code in Annex 14, Volume I of the text is intended to provide a simple way to relate the various specifications for aerodrome characteristics so that a series of facilities can be provided that are suitable for the aeroplanes that are intended to operate at the aerodrome. The code is not intended to be used for determining runway length or pavement strength

Basically, we can with this information crate the following table:

Figure 73-Aerodrome Reference Code



(Source author base on ICAO annex 14)

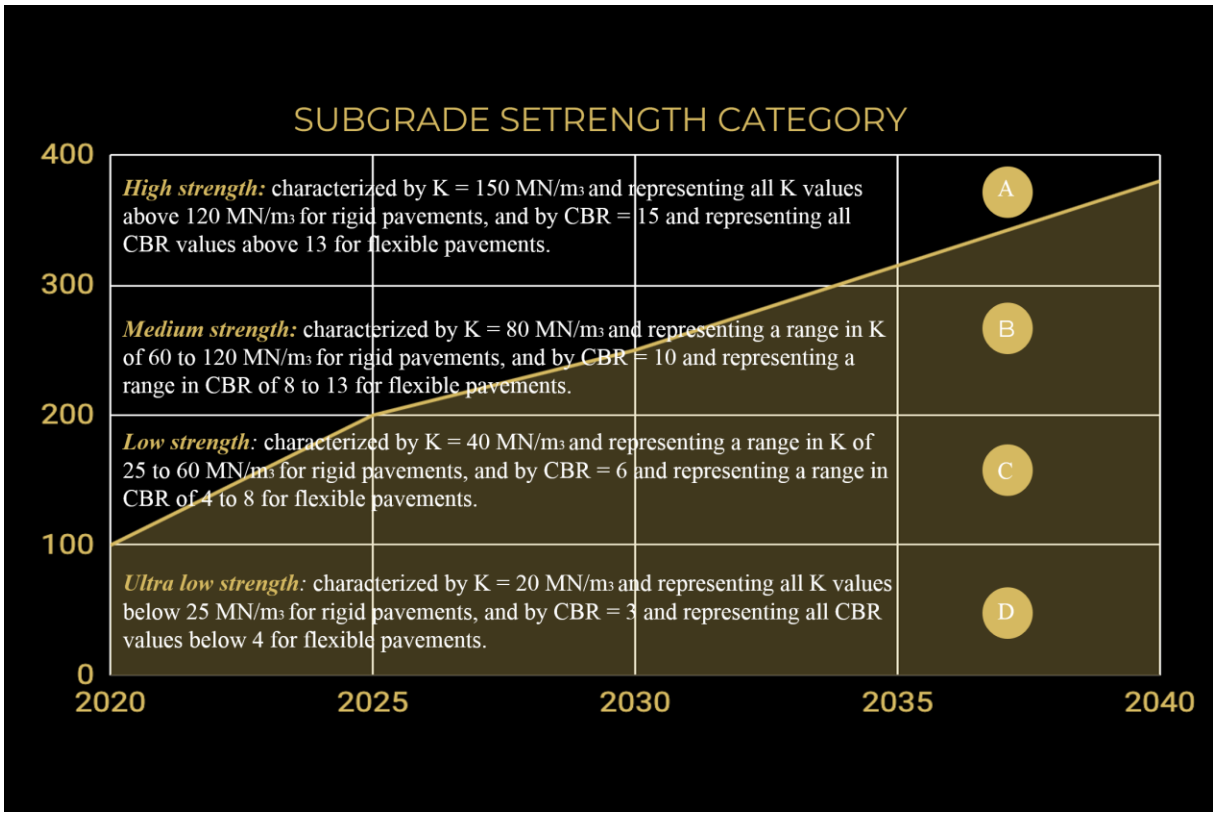
For the feasibility study it is important to know which critical type of aircraft will operate at the Airpark and to dimension the runway in reference to it, according to the survey carried out with the results in Appendix F will be General Aviation light aircrafts

Strength of pavements

Another natural concern will be related with the ability to support the weight by the runway and taxiways of the aircraft which is classified by ACN Aircraft Classification number and PCN Pavement Classification Number naturally that the ACN should be greater than or equal to the PCN, the critical aircraft, However, an RA is a category 1,2 or 3 Aerodrome and the aircraft

type should not exceed 5700 kg as provided in paragraph 2.6, thus being exempt, however the ACN pavements are characterized by Rigid (R) or Flexible (F) and its Subgrade strength category:

Table 31-Subgrade strength category



(Source author based on ICAO annex 14)

The Citation Cessna Mustang in the VLJ category has a maximum take-off weight of 3900kg, the Citation X has an MTOW of 10000 kg, entering the window of ACN/PCN requirements but even for these types of Aircraft that may be present in the RA, any normal asphalt will be able of support it.

Obstacle limitation surfaces

The goal of the obstacle limitations surfaces is to enhance safety on the final stages of the flight also statistical as the dangers phase of flight, CFIT had been ones of the major causes of Aeroplanes accidents, usual during approach or landing, in order to guarantee a clear terminal and approach area of obstacles. The obstacles limitation surfaces include:

Outer horizontal surface

Conical surface

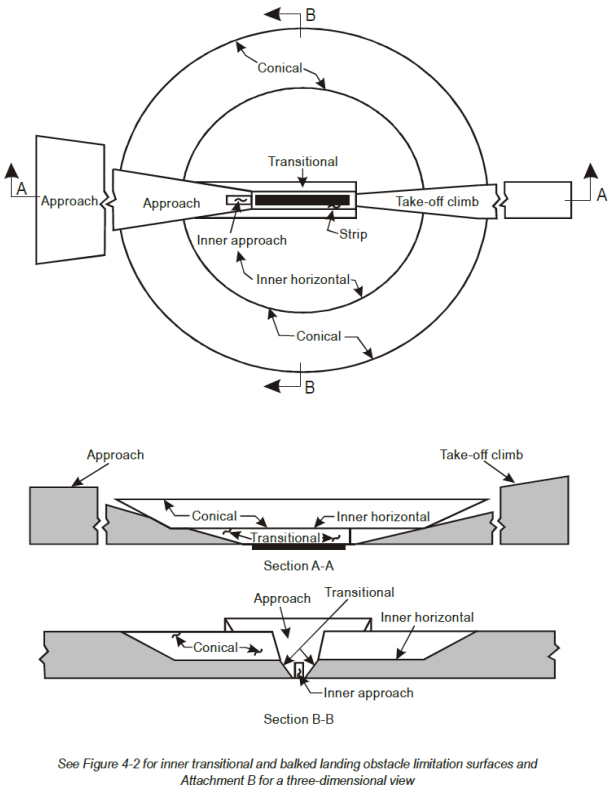
Inner horizontal surface

Approach surface

Inner approach surface

That are represented in the next figure:

Figure 74-Obstacle Limitation Surfaces



See Figure 4-2 for inner transitional and balked landing obstacle limitation surfaces and Attachment B for a three-dimensional view

(Source ICAO Annex 14)

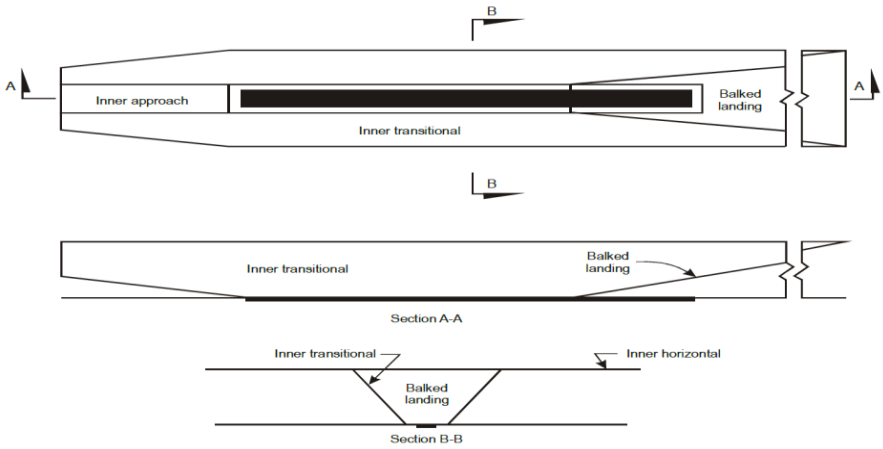
Transitional surface

Inner transitional surface

Balked landing surface

Take-off climb surface

Figure 75-Inner approach, inner transitional and balked landing obstacle limitation surfaces



(Source ICAO Annex 14)

Runway Classification Versus Obstacle Limitations Surface Guidance Line

Table 32-Runway Classification

RUNWAY CLASSIFICATION

Surface and dimensions	Non-instrument				Non-precision approach		
Code number	1	2	3	4	1,2	3	4
CONICAL Slope Height	5% 35m	5% 55m	5% 75m	5% 100m	5% 60m	5% 75m	5% 100m
INNER HORIZONTAL Height Radius	45 m 2 000 m	45 m 2 500 m	45 m 4 000 m	45 m 4 000 m	45 m 3 500 m	45 m 4 000 m	45 m 4 000 m
INNER APPROACH Width Distance from threshold Length Slope	—	—	—	—	—	—	—
APPROACH Length of inner edge Distance from threshold Divergence (each side)	60m 30m 10%	80m 60m 10%	150m 60m 10%	150m 60m 10%	140m 60m 15%	280m 60m 15%	280m 60m 15%

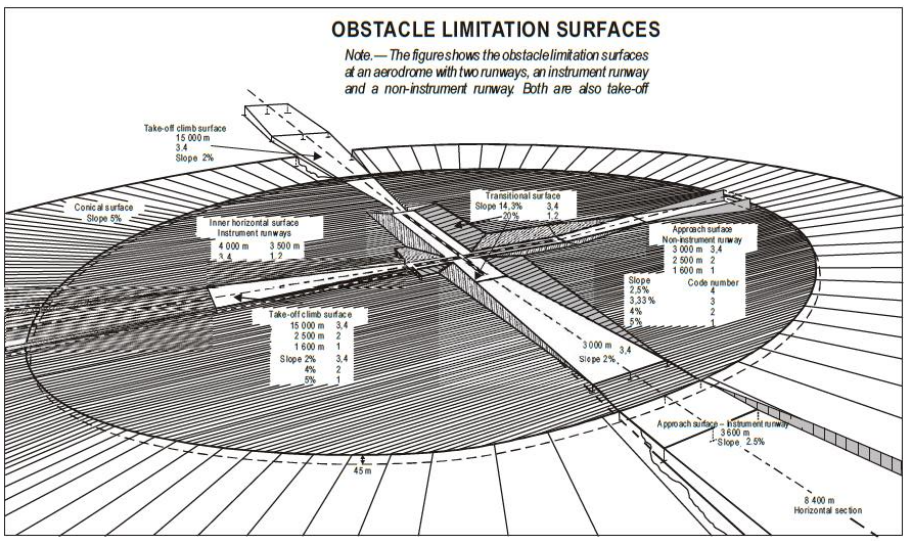
Continuation

RUNWAY CLASSIFICATION

Surface and dimensions	Non-instrument				Non-precision approach		
Code number	1	2	3	4	1,2	3	4
First section Length Slope	1 600 m 5%	2 500 m 4%	3 000 m 3,33%	3 000 m 2,5%	2 500 m 3,33%	3 000 m 2%	3 000 m 2%
Second section Length Slope	— —	— —	— —	— —	3600m 2,5%	3600m 2,5%	12000m 3%
Horizontal section Length Total length	— —	— —	— —	— —	8400m 15000m	8400m 15000m	8400m 15000m
TRANSITIONAL Slope	20%	20%	14.3%	14.3%	20%	14.3%	14.3%
INNER TRANSITIONAL	—	—	—	—	—	—	—
BALKED LANDING SURFACE	—	—	—	—	—	—	—

(Source author base on Annex 14 data.)

Figure 76-Obstacle Limitation Surfaces



(Source Annex 14 Figure b-1, ATT B-1)

Rescue and firefighting

The main objective of firefighting is to save lives on the perimeter or in the vicinity of the Aerodrome. The mission is to create conditions of subservience to an aircraft accident, training, equipment and human resources are the main means of combat, however the means must be appropriate to the installation. These means are classified according to the table in this

appendix but in a basic way is the capacity fight fire from a Cessna C-150 with two occupants till an aircraft type like the Airbus A380 with a capacity of up to 853 persons the following table makes the relation between the aeroplane size and the Firefighting capacity needs.

Table 33-Aerodrome Category of RFFS



Aerodrome category for rescue and firefighting

Aerodrome category	Aeroplane overall length	Maximum fuselage width
01	0 m up to but not including 9 m	2 m
02	9 m up to but not including 12 m	2 m
03	12 m up to but not including 18 m	3 m
04	18 m up to but not including 24 m	4 m
05	24 m up to but not including 28 m	4 m
06	28 m up to but not including 39 m	5 m
07	39 m up to but not including 49 m	5 m
08	49 m up to but not including 61 m	7 m
09	61 m up to but not including 76 m	7 m
10	76 m up to but not including 90 m	8 m

(Source author base on Annex 14 data.)

Till Aerodrome category 5 it´s enough one vehicle (Annex 14, 9.2.41) but the capacity starts at 350l for category 1 and 8100l to category 5 (ICAO Doc 9137, table 2-3)

Aircraft type by RFFS

Considering the Firefighting capacity needs, what type of aircraft may we expire to have in a RA if we build a runway able to receive aeroplanes up to category 2 Aerodrome., The majority of GA aviation and even some small reginal airlines regarding RFFS limitations is in the following table and it has non exhaustive list, based on aeroplanes (type, series) using aerodromes in 2013.

Fuselage length and width are given for information. These dimensions may vary depending on models:

Figure 77-Aeroplane Classification by Airport Category



(Source author base on Annex 14 data)

Fencing

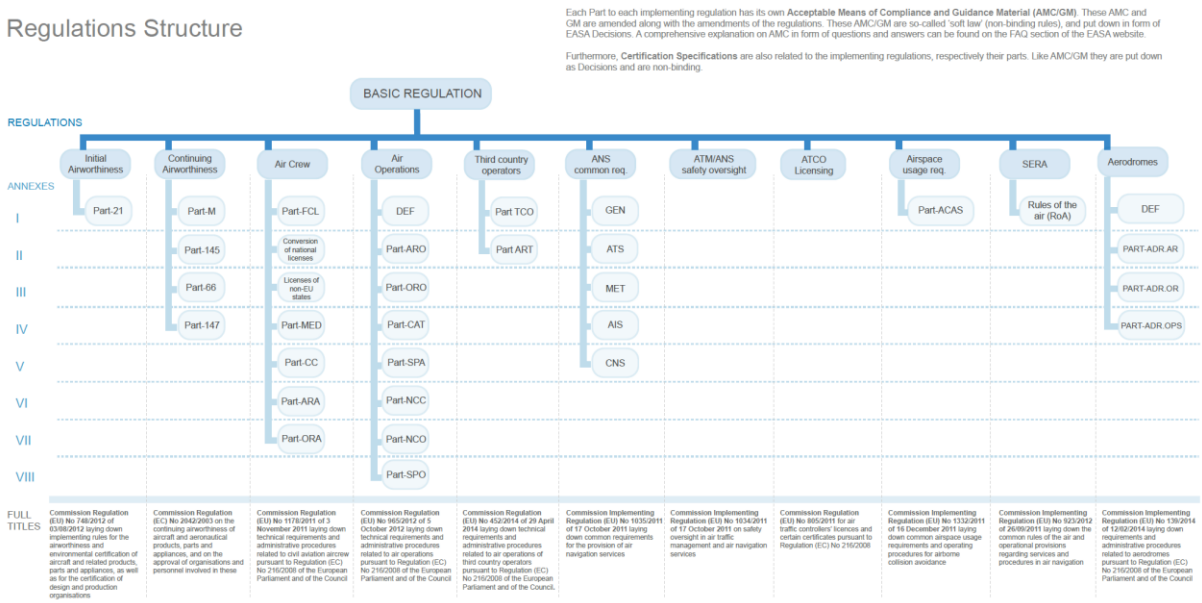
Suitable fence or some kind of barriers shall be implemented to prevent the access to the movement area of large animals or unauthorized persons. Since the RA is private area not open to public access these rules shall be implement as a recommendation. We may also apply the RTFFS used by the FAA in some US RA or the model of open field use in by the Spruce Creek RA or the Alexandria Airfield that the author has visited. It is however highly recommended that a control access and security system be implemented due to security and higher commercial value to the compound

Appendix H – EASA

EASA is the umbrella of civil aviation in Europa it regulate common rules regarding especial European countries, but some foreign countries also applies the EASA regulations, EASA also request that foreigner aeroplanes operating in the EU airspace complies with this rules in this appendix ones can find the rules organization and methodologies to build a RA.

Regulation Structure

The EU Aviation Regulation structure and hierarchy is first implemented by the European Parliament or the European Council, as the Basic regulations after this basic regulation or authorization the Agencies can regulate the several aviation subjects like crew that is the FCL Flight Crew Licences, or duty time FTL Flight Time Limitation, etc, etc the next figure it's possible to understand the EASA regulation organization.



(Source EASA Site)

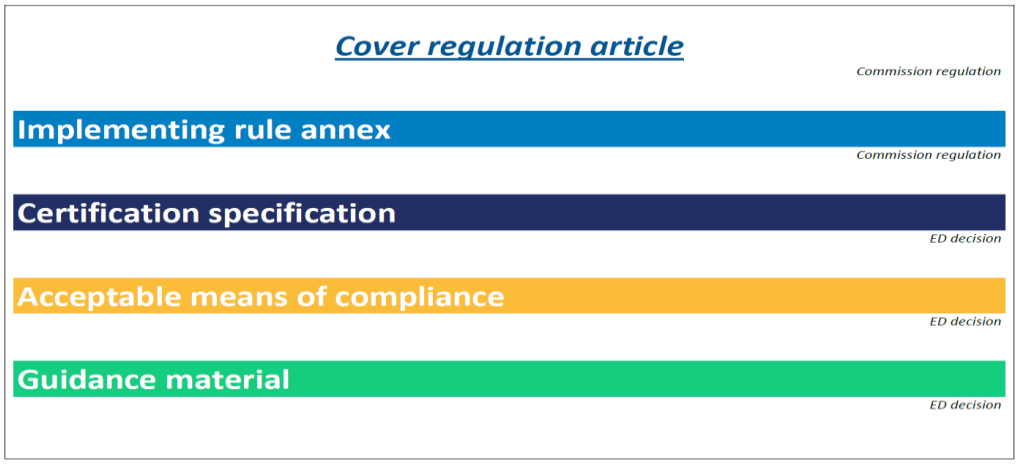
Easy Access Rules for Aerodromes (Regulation (EU) No 139/2014

This document is issue by EASA and its goal is to consolidate several EU legislations in one document for easy access of all stakeholders and it contains EASA certification specification (CSs), acceptable means of compliance (AMC) and guidance material (GM) (including their amendments), however, the official and legal documents are the individual parts and its rules.

Document Structure

The organization of EASA Easy Rules Document Structure follow the general rule of colour code:

Figure 78-Colour code Document Structure



(Source EASA easy rules)

ICAO embedded rules

EASA throw its own legislation implements in the EU the same rules or guidelines of the Annex 14 of the ICAO:

Aerodrome reference code as

CS ADR-DSN.A.005 Aerodrome reference code (ARC)

Strength of pavements

GM1 ADR.OPS.A.005 Aerodrome data

Obstacle limitation Surfaces

CS ADR-DSN.H.405 Applicability

Runway Classification Versus Obstacle Limitations Surface Guidance line

GM1 ADR-DSN.J.475 Non-precision approach runways

Rescue and Firefighting

AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services

Aircraft type by RFFS

GM5 ADR.OPS.B.010(a)(2) Rescue and firefighting services

Fencing

AMC1 ADR.OPS.B.015 Monitoring and Inspection of movement area and related facilities

Appendix I – Cascais Airport Operator Certificate

REPÚBLICA PORTUGUESA

Substitui o Certificado n.º 038

ANAC

AUTORIDADE NACIONAL DA AVIAÇÃO CIVIL

PORTUGUESE CIVIL AVIATION AUTHORITY

CERTIFICADO DE AERÓDROMO

AERODROME CERTIFICATE

Número do Certificado: 051

Certificate Number

Este certificado é emitido em nome de:
This certificate is issued to:

Cascais Dinâmica

Sede: Av. Clotilde, Edifício do Centro de Congressos do Estoril, 3.º A/2765-211 Estoril

para operar o aeródromo:
to operate the aerodrome:

Aeródromo Municipal de Cascais

(38º 43' 32" N 009º 21' 19" W)

De acordo com os requisitos definidos no Decreto-Lei n.º 186/2007 de 10 de maio, alterado e republicado pelo Decreto-Lei n.º 55/2010 de 31 de maio, este Aeródromo tem as seguintes caraterísticas:

In accordance with the requirements defined in the Decree-Law n.º 186/2007 of 10 of May, amended and republished by Decree-Law n.º 55/2010 of 31 of May, this Aerodrome has the following characteristics:.

Classe *Class* **(Art. 13.º)**	**Código de Referência** *Reference Code* **(Art. 18.º)**	**Tipo de tráfego permitido** *Types of traffic permitted*
III	**2C**	**VFR/IFR**

Fazem parte integrante deste certificado, as especificações técnicas, condições operacionais e outros requisitos constantes em anexo (página *2*).

Constitute integrant part of this Certificate the technical specifications, operational conditions and furthermore requirements, set in annex: (page 2).

Data de validade: 31 de outubro de 2022
Valid until:

Data de emissão: 31 de outubro de 2017
Issued in:

O Presidente,
The Chairman,

Modelo 7A - GAMA

gama

Gabinete de Investigação de Acidentes Marítimos e da Autoridade para a Meteorologia Aeronáutica

Autoridade designada de acordo com o n.º 1 do Art.º 4.º do D.L. n.º 236/2015 de 14 de outubro

CERTIFICADO DE CONFORMIDADE

DE SERVIÇOS, INSTALAÇÕES, EQUIPAMENTOS E INFORMAÇÃO METEOROLÓGICA EM AERÓDROMOS

N.º 2017/14

Proc. N.º: 35/2013 - 13

Aeródromo: Municipal de Cascais

Classe: III

Categoria de precisão das operações de aproximação e de aterragem: N/A

Parecer Técnico

O Gabinete de Investigação de Acidentes Marítimos e da Autoridade para a Meteorologia Aeronáutica, certifica nos termos da alínea g) do n.º 2 do Artigo 10.º do Decreto-Lei n.º 186/2007 de 10 de maio, alterado e republicado pelo Decreto-Lei n.º 55/2010, de 31 de maio, que os serviços, as instalações, os equipamentos e a informação meteorológica, no aeródromo acima indicado, estão conformes com o Anexo 3 à Convenção de Chicago.

Descrição	Certificação de Conformidade			Obs.
	Sim	Não	N/A	
Serviços de meteorologia	☒	☐	☐	
Instalações para a meteorologia	☒	☐	☐	
Equipamentos meteorológicos	☒	☐	☐	
Informação meteorológica	☒	☐	☐	

Validade

Este Certificado é válido por um período de cinco anos e pode ser sucessivamente revalidado por iguais períodos, salvo o disposto no n.º 3 do artigo 11.º do Decreto-Lei n.º 186/2007 de 10 de maio, alterado e republicado pelo Decreto-Lei n.º 55/2010, de 31 de maio.

Local & Data de Emissão: Lisboa, 01 de Fevereiro de 2017

Assinatura: _____

(O Diretor do GAMA – Miguel Sequeira)

REPÚBLICA PORTUGUESA
MAR

Appendix J – Portugal General Aviation Airfield List

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Amendoeira – LPMN 	Lat. 38.42.33N Long. 008.16.31W	194m/636ft	Rwy 03/21	750x18m – (Asfalto 750x10m)	AMENDOEIRA 130.855MHz	VFR – MTOM till 5700kg and Ultralight A/c	8km a N/NW de Montemor-o-Novo	*Golf*
Braga – LPBR 	Lat. 41.35.13N Long. 008.26.42W	74m/243ft	Rwy 07/25	939x23m Asfalto	BRAGA 122.005Mhz	VFR and Ultralight A/c	Palmeira – 3km a NNW de Braga	*Golf*
Bragança – LPBG 	Lat. 41.51.24N Long. 006.42.27W	694m/2278ft	Rwy 01/19	1700x30m Asfalto	BRAGANÇA 122.305Mhz	General Aviation, Regular and No regular Service, Ultralight A/c	7.5km a NNE de Bragança	***Golf***
Cascais – LPCS 	Lat. 38.43.32N Long. 009.21.19W	99m/326ft	Rwy 17/35	1400x30m Asfalto	TWR 120.305Mhz / GND121.830 Mhz	IFR / VFR. Aeronaves Ultraleves	12km a NE de Cascais	***Charlie***
Castelo Branco – LPCB 	39.50.54N Long. 007.26.30W	381.28m / 1250.93ft	Rwy 16/34	1460x30m	CASTELO BRANCO 122.555MHz	VFR, Aeronaves Ultraleves	Reta do Lance, 5km NE de Castelo Branco	

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Chaves – LPCH 	Lat. 41.43.19N	364m/1195ft	Rwy	857x22m	CHAVES	VFR / Aeronaves	1.5km a SE de	**G***olf*
Coimbra – LPCO 	Lat. 40.09.22N Long. 008.28.09W	174m/570ft	Rwy 16/34	923x30m Asfalto	COIMBRA 122.905MHz	VFR / Aeronaves Ultraleves	7.5km a SW de Cernache	**G***olf*
Espinho – LPIN 	Lat. 40.58.21N Long. 008.38.42W	4m/13ft	Rwy 17/35	420x30m Asfalto	SAFETYCOM 122.505MHz	VFR / Aeronaves Ultraleves sujeita a autorização prévia	3km a S de Paramos	**D***elta* LP OV- LP-R40A
Évora – LPEV 	Lat. 38.31.47N Long. 007.53.31W	246m/807ft	Rwy 01/19 Rwy 08/26	1300x23m Asfalto;08/26 530x30m Sand/Land	ÉVORA 122.705MHz	IFR/VFR. Aeronaves Ultraleves excepto grupo 1	3.5km a SSE de Évora	**G***olf*
Ferreira do Alentejo – LPFA 	Lat. 38.02.21N Long. 008.06.15W	140m/459ft	Rwy 17/35	559x20m Asfalto	FERREIRA ALENTEJO 122.655MHz	VFR. Aeronaves Ultraleves	Ferreira do Alentejo. Monte da Aviôa	**G***olf* até aos 1000ft **D***elta* acima dos

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Figueira dos Cavaleiros – LPFC 	Lat. 38.04.39N Long. 008.14.09W	80m/263ft	Rwy 17/35	660x18m Asfalto	FIGUEIRA DOS CAVALEIROS 123.605MHz	VFR. Aeronaves Ultraleves	Figueira de cavaleiros	**G***olf*
Leiria – LPJF 	Lat. 39.46.56N Long. 008.49.11W	42m/139ft	Rwy 02/20	500x11m Asfalto	LEIRIA 121.255MHz	VFR / Aeronaves Ultraleves.	3.7km NNW de Gândara dos Olivais	Delta
Lousã – LPLZ 	Lat. 40.08.32N Long. 008.14.24W	199m/654ft	Rwy 11/29 Rwy 17/35	635x10m Asfalto 519x10m Asfalto	SAFETYCOM 122.505MHz + ANEPC	Só para aeronaves em serviço de combate a incêndios e	2.5km a N da Lousã	**G***olf*
Mirandela-LPMI 	Lat. 41.28.13N Long. 007.13.40W	403m/1322ft	Rwy 17/35	750x30m Concreto	MIRANDELA 122.205MHz	VFR / Aeronaves Ultraleves	Vale da Maceira, Passos, 4km a SW de Mirandela	**G***olf*
Mogadouro-LPMU 	Lat. 41.23.40N Long. 006.41.04W	714m/2344ft	Rwy 03/21	1205x22m Concreto	MOGADOURO 120.105MHz	VFR / Aeronaves Ultraleves.	Lugar da Eira, Azinhoso, 6km a NE de Mogadouro	**G***olf*

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Ponte de Sôr – LPSO 	Lat. 39.12.42N Long. 008.03.28W	119m/390ft	Rwy 03/21	1800x30m Asfalto	PONTE SOR INFORMAÇÃO 119.805MHz	IFR / VFR	5Km de Ponto de Sôr	**G***olf*
Portimão – LPPM 	Lat. 37.08.58N Long. 008.35.02W	1,5m/5ft	Rwy 11/29	860x27m Asfalto	PORTIMÃO 122.005MHz	VFR / Aeronaves Ultraleves sujeita a autorização	Penina, Montes de Alvor. 5km a W de Portimão	**G***olf* até 1000ft. **C** *harlie* acima dos 1000ft.
Proença a Nova – LPPN 	Lat. 39.43.52N Long. 007.52.29W	407m/1335ft	Rwy 13/31	823x19m Asfalto	PROENÇA NOVA 120.605MHz	VFR MTOM até 5700Kg. Aeronaves Ultraleves PPR 24h.	5km a Proença-a-Nova	**G***olf*
Santa Cruz – LPSC 	Lat. 39.07.25N Long. 009.22.48W	49m/161ft	Rwy 17/35	608x23m Asfalto	SANTA CRUZ 122.355MHz	VFR/Aeronaves Ultraleves.	500m a SE de Santa Cruz	**G***olf* até 1000ft. **D** *elta* acima dos 1000ft
Santarém – LPSR 	Lat. 39.12.31N Long. 008.41.19W	9m/30ft	Rwy 05/23	1207x28m Asfalto	SANTARÉM 122.605MHz	VFR/Aeronaves Ultraleves.	2Km a Sul de Santarém.	**G***olf*

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Amendoeira – LPMN 	Lat. 38.42.33N Long. 008.16.31W	194m/636ft	Rwy 03/21	750x18m – (Asfalto 750x10m)	AMENDOEIRA 130.855MHz	VFR – MTOM till 5700kg and Ultralight A/c	8km a N/NW de Montemor-o-Novo	*Golf*
Braga – LPBR 	Lat. 41.35.13N Long. 008.26.42W	74m/243ft	Rwy 07/25	939x23m Asfalto	BRAGA 122.005Mhz	VFR and Ultralight A/c	Palmeira – 3km a NNW de Braga	*Golf*
Bragança – LPBG 	Lat. 41.51.24N Long. 006.42.27W	694m/2278ft	Rwy 01/19	1700x30m Asfalto	BRAGANÇA 122.305Mhz	General Aviation, Regular and No regular Service, Ultralight A/c	7.5km a NNE de Bragança	***G**olf*
Cascais – LPCS 	Lat. 38.43.32N Long. 009.21.19W	99m/326ft	Rwy 17/35	1400x30m Asfalto	TWR 120.305Mhz / GND121.830 Mhz	IFR / VFR. Aeronaves Ultraleves	12km a NE de Cascais	***C**harlie*
Castelo Branco – LPCB 	39.50.54N Long. 007.26.30W	381.28m / 1250.93ft	Rwy 16/34	1460x30m	CASTELO BRANCO 122.555MHz	VFR, Aeronaves Ultraleves	Reta do Lance, 5km NE de Castelo Branco	

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Chaves – LPCH 	Lat. 41.43.19N	364m/1195ft	Rwy	857x22m	CHAVES	VFR / Aeronaves	1.5km a SE de	**G***olf*
Coimbra – LPCO 	Lat. 40.09.22N Long. 008.28.09W	174m/570ft	Rwy 16/34	923x30m Asfalto	COIMBRA 122.905MHz	VFR / Aeronaves Ultraleves	7.5km a SW de Cernache	**G***olf*
Espinho – LPIN 	Lat. 40.58.21N Long. 008.38.42W	4m/13ft	Rwy 17/35	420x30m Asfalto	SAFETYCOM 122.505MHz	VFR / Aeronaves Ultraleves sujeita a autorização prévia	3km a S de Paramos	**D***elta* LP OV- LP-R40A
Évora – LPEV 	Lat. 38.31.47N Long. 007.53.31W	246m/807ft	Rwy 01/19 Rwy 08/26	1300x23m Asfalto;08/26 530x30m Sand/Land	ÉVORA 122.705MHz	IFR/VFR. Aeronaves Ultraleves excepto grupo 1	3.5km a SSE de Évora	**G***olf*
Ferreira do Alentejo – LPFA 	Lat. 38.02.21N Long. 008.06.15W	140m/459ft	Rwy 17/35	559x20m Asfalto	FERREIRA ALENTEJO 122.655MHz	VFR. Aeronaves Ultraleves	Ferreira do Alentejo. Monte da Aviôa	**G***olf* até aos 1000ft **D***elta* acima dos

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Figueira dos Cavaleiros – LPFC 	Lat. 38.04.39N Long. 008.14.09W	80m/263ft	Rwy 17/35	660x18m Asfalto	FIGUEIRA DOS CAVALEIROS 123.605MHz	VFR. Aeronaves Ultraleves	Figueira de cavaleiros	**G***olf*
Leiria – LPJF 	Lat. 39.46.56N Long. 008.49.11W	42m/139ft	Rwy 02/20	500x11m Asfalto	LEIRIA 121.255MHz	VFR / Aeronaves Ultraleves.	3.7km NNW de Gândara dos Olivais	Delta
Lousã – LPLZ 	Lat. 40.08.32N Long. 008.14.24W	199m/654ft	Rwy 11/29 Rwy 17/35	635x10m Asfalto 519x10m Asfalto	SAFETYCOM 122.505MHz + ANEPC	Só para aeronaves em serviço de combate a incêndios e	2.5km a N da Lousã	**G***olf*
Mirandela-LPMI 	Lat. 41.28.13N Long. 007.13.40W	403m/1322ft	Rwy 17/35	750x30m Concreto	MIRANDELA 122.205MHz	VFR / Aeronaves Ultraleves	Vale da Maceira, Passos, 4km a SW de Mirandela	**G***olf*
Mogadouro-LPMU 	Lat. 41.23.40N Long. 006.41.04W	714m/2344ft	Rwy 03/21	1205x22m Concreto	MOGADOURO 120.105MHz	VFR / Aeronaves Ultraleves.	Lugar da Eira, Azinhoso, 6km a NE de Mogadouro	**G***olf*

Airfiled	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Ponte de Sôr – LPSO 	Lat. 39.12.42N Long. 008.03.28W	119m/390ft	Rwy 03/21	1800x30m Asfalto	PONTE SOR INFORMAÇÃO 119.805MHz	IFR / VFR	5Km de Ponto de Sôr	*Golf*
Portimão – LPPM 	Lat. 37.08.58N Long. 008.35.02W	1,5m/5ft	Rwy 11/29	860x27m Asfalto	PORTIMÃO 122.005MHz	VFR / Aeronaves Ultraleves sujeita a autorização	Penina, Montes de Alvor. 5km a W de Portimão	*Golf* até 1000ft. *Charlie* acima dos 1000ft.
Proença a Nova – LPPN 	Lat. 39.43.52N Long. 007.52.29W	407m/1335ft	Rwy 13/31	823x19m Asfalto	PROENÇA NOVA 120.605MHz	VFR MTOM até 5700Kg. Aeronaves Ultraleves PPR 24h.	5km a Proença-a-Nova	*Golf*
Santa Cruz – LPSC 	Lat. 39.07.25N Long. 009.22.48W	49m/161ft	Rwy 17/35	608x23m Asfalto	SANTA CRUZ 122.355MHz	VFR/Aeronaves Ultraleves.	500m a SE de Santa Cruz	*Golf* até 1000ft. *Delta* acima dos 1000ft
Santarém – LPSR 	Lat. 39.12.31N Long. 008.41.19W	9m/30ft	Rwy 05/23	1207x28m Asfalto	SANTARÉM 122.605MHz	VFR/Aeronaves Ultraleves.	2Km a Sul de Santarém.	*Golf*

Table 9 – General Aviation Airfield List

Appendix K – Portugal Ultralight Aviation Airfield List

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Alentejo Air Park 	37.27.56N 008.44.14W		Close	800mx20m			5 km Sudoeste from S.Teotonio	Golf
Alqueidão 	Lat. 39.04.03N Long. 008.48.22W	3m /12ft	Rwy 16/34	410×12	ALQUEIDÃO RADIO 130.705MHz	Aeronaves Ultraleves	Alqueidão – Azambuja	Golf acima 1.500ft Charlie APP
Atouguia da Baleia 	Lat. 39.20.53N Long. 009.19.12W	9.1m / 30ft	Rwy 18/36	200x18m	SAFETYCOM 122.505MHz	Aeronaves Ultraleves	Alto Viso – Peniche	Golf acima dos 1.000 ft D APP Mtereal
Azambuja 	Lat. 39.03.33N Long. 008.49.35W	4.6m /15ft	Rwy 14/32	330x20m	AZAMBUJA RADIO 129.855MHz	Aeronaves Ultraleves	Azambuja	1.500ft Charlie APP Lisboa

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Beja UL 	Lat. 38.03.37N Long. 007.52.39W	188m / 617ft	Rwy 16/34	500x12m Solo compactado	TORRE BEJA **130.40**MHz	Aeronaves ultraleves	Beja, 4.5Km N de Beja cidade	LP-R51A Delta
Benavente 	Lat. 38.54.48 N Long. 008.47.09W	30.5m / 100ft	Rwy15/33 Rwy10/28	410x20m: 330x20m	BENAVENTE RADIO 122.680MHz	Aeronaves Ultraleves	Benavente, Santarém	LP-D10 e LP-D66
Cabeceiras de Basto 	Lat. 41.33.20N Long. 007.59.14W	735m/2411ft	Rwy 06/24	300×23.50 m (concreto)	122.505MHz	Aeronaves Ultraleves	Cabeceiras de Basto – Abadim	Acima 1000ft Charlie APP OPO
Cabeço da Vaca 	Lat. 40.20.40N Long. 006.58.48W	950m/3117ft	Rwy 04/22 Rwy 15/33	260x20m 170x20m	122.505MHz	Aeronaves Ultraleves	Cabeço da vaca – Quadrazais – sabugal	LP-TRA55

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Campinho 	Lat. 38.21.33N Long. 007.27.57W	192m / 630ft	Rwy18/36	316x15m	122.505MHz	Aeronaves Ultraleves	Campinho Reguengos de Monsaraz	Acima 1.000ft LPBJ
Casalinho 	Lat. 39.53.11N Long. 008.38.56W	76.20m/250ft	Rwy 05/23	690x18m	122.505MHz	Aeronaves Ultraleves e Helicópteros de Combate a Incêndios	Casalinho – Pombal	LP-R60A
Casarão 	Lat. 40.32.57N Long. 008.24.22W	93m / 304ft	Rwy 14/32	511x22m	122.505MHz	Aeronaves Ultraleves	Águeda	Golf
Cerval 	Lat. 41.58.30N Long. 008.40.24W	43m / 141ft	Rwy 16/34	330x10m (Faixa com 650x70m)	130.125MHz	Aeronaves Ultraleves	Cerval – Vila Meã	1.500ft é condiciona da ao APP do Porto (121.105M Hz)

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Faias 	Lat.38.41.16N Long. 008.44.42W	41m/134.5ft	Rwy 04/22	270x20m (faixa com 440x30m)	TORRE MONTIJO 134.100MHz	Aeronaves Ultraleves	19Km a Este-Sudeste do Montijo	**Área Restrita do Montijo**
Herdade da Lameira 	Lat. 39.16.40N Long. 007.46.21W		PISTA ENCERRADA					
Herdade da Zambujeira 	Lat. 37.40.15N Long. 008.07.26W	223m / 723ft	Rwy 13/31	350x20m	122.505MHz	Aeronaves Ultraleves	Herdade da Zambujeira – Castro Verde	LP-R51C
Herdade do Pontal – Pegões 	Lat.38.42.41N Long. 008.36.36W	90m/295.3ft	Rwy 16/34	350x20m	122.505MHz	Aeronaves Ultraleves	Herdade do Pontal – Pegões	Montijo LP R26A

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Lagos 	Lat. 37.07.19N Long. 008.40.44W	5m / 15ft	Rwy 12/30	477x16m Asfalto	LAGOS RADIO 122.400MHz	Aeronaves Ultraleves	1,2km Norte de Lagos	Golf
Lezírias 	Lat. 38.54.09N Long. 008.56.13W	3m / 10ft	Rwy 10/28	625x10m	122.505MHz	Aeronaves Ultraligeiras	Vila Franca de Xira	LP-R44A Acima de 1000ft Charlie APP LIS
Palma 	Lat.38.30.53N Long. 008.34.34W	85.5m / 281ft	Rwy 02/20 Rwy 08/26	360x20m 360x20m	122.505MHz	Aeronaves Ultraleves	Palma – Vila de Palma – Alcacer do Sal	Golf
Pias Longas 	Lat. 39.35.52N Log. 008.34.02W	243m/796ft	Rwy 16/34	500x23m Solo compactado	122.535MHz	Aeronaves Ultraleves	4NM a SE de Fátima	Golf

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Praia Verde – Eco Pista 	Lat. 37º11'37"N Long. 007º28'20"W	3m / 10ft	Rwy 12/30	700x23m Saibro	122.505Mhz	Aeronaves Ultraleves	Montegordo – Castro Marim	Acima 1000ft App LPFR
São Miguel de Laúndos 	Lat. 41.26.55N Long. 008.42.31W	80m / 262ft	Rwy 11/29	240x20m	122.505Mhz	Aeronaves Ultraleves	S. Miguel de Laúndos- Laúndos . Póvoa do Varzim	Acima dos 1000Ft APP LPPR
Tojeira 	Lat. 38.53.00N Long. 009.25.39N	100.60m/330ft	Rwy 17/35	220mX12m	123.805MHz	Aeronaves Ultraleves	Tojeira – São João das Lampas	LP-R42A,
Valadas 	Lat. 39.40.55N Log. 008.15.11W	329m/1080ft	Rwy 14/32	565x20m	122.505MHz	Aeronaves Ultraleves	Valadas –	Golf

Airfield	GPS	Elevation	RWY	Lenght	Freq.	Traffic	Location	AirSpace
Valdonas 	Lat.39.35.27N long. 008.22.17N	77m/253ft	Rwy 15/33	350x20m	122.455MHz	Aeronaves Ultraleves	Valdonas – Tomar	Golf

Appendix L – Falmouth Airpark



Nobska Lighthouse



67 Airpark Drive

East Falmouth MA 02536



Live your dream

At Cape Cod's Only
Fly-in Community



Woods Hole

FalmouthAirpark.net



FALMOUTH AIRPARK

Falmouth Airpark is an aviator's dream come true; an exclusive fly-in community of upscale residences where you can take off to Nantucket and Martha's Vineyard, the beaches, shopping and other Cape Cod attractions. You can play tennis without leaving the Airpark or swim in the ocean only two miles away.

Enjoy Cape Cod by land, air, or sea. Adventures are as unlimited as your imagination. When you're not airborne, enjoy boating, golfing, shopping, waterfront dining and theater right in Falmouth, or drive to historic Boston, Provincetown or Hyannis. One can enjoy striking harbor vistas, gorgeous fall foliage, pristine beaches - something in every season of the year.

Pilots and non-pilots alike can enjoy the lifestyle at Falmouth Airpark. It boasts a multi-functional community center for celebrations and airpark business. Excellent public and private schools in the Town of Falmouth contribute to the family friendly neighborhood.



Condominium at Falmouth Airpark



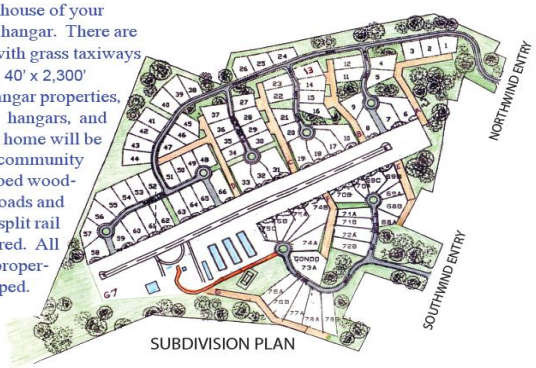
Runway side



Falmouth Airpark Community Building

Homes and Amenities

Buy a custom home or build a house of your dreams with your own private hangar. There are beautiful wooded home sites with grass taxiways leading to a paved and lighted 40' x 2,300' runway. Additionally, non-hangar properties, two-bedroom condominiums, hangars, and tie downs are available. Your home will be part of an established, private community with over 50 acres of undisturbed woodlands. At Falmouth Airpark, roads and taxiways, which are edged by split rail fences, are beautifully manicured. All utilities are underground and properties are professionally landscaped.



SUBDIVISION PLAN



Street side

Falmouth Airpark, established in 1988, is owned and operated by the members of Falmouth Airpark Homeowners Association. Covenants enhance the long term value of your property. Falmouth Airpark is the only airpark in Massachusetts.

Appendix M – Falmouth Airpark Real Estate Listing

Real Estate for Sale

Offered By: Diana Lucivero

Sotheby's International Realty

Falmouth

508-667-8977

diana.lucivero@sothebyshomes.com

Full Listing

At the end of a quiet, idyllic cul-de-sac in the exclusive Falmouth Airpark Community, this charming estate is an impressive reproduction of an Antique Cape-style residence with classic lines, dormer windows, handsome shutters, and a new red cedar gambrel roof. Surrounding the home are mature trees, swaths of lush lawn, timeless landscaping, a refreshing saltwater swimming pool, and a private aeroplane hangar. The welcoming interiors feature honey-hued hardwood and tile floors, four fireplaces, and wood-beamed ceilings with fans; closets are plentiful throughout. The kitchen offers warm wood cabinetry, a brick up, breakfast area, and a roomy pantry. Nearby is a powder bath with a handy laundry closet. Also on this level are a sunroom room ringed with windows and anchored by a cosy fireplace; the primary bedroom, which features hardwood floors, multiple sets of folding-door closets, and a spa-like bath with a whirlpool tub and a shower; and a family room or office with its own entrance is adjacent. The main stairway winds up to two bright bedrooms with folding-door closets, hardwood floors, ceiling fans, and banks of windows along with a shared hall bath with a shower and tub. Sets of stairs at each end of the home descend to the lower level and a gym or recreation room with a sauna, a spacious bath with a shower and tub combination, and a family room with a brick fireplace, a wet bar, built-in shelves and speakers, and French doors to the meticulously maintained backyard and pool. Exceedingly private, the saltwater pool is accompanied by a nearby fire pit, a sunny deck, and a discreet outdoor shower. The property is fenced and bounded by flowering plants, and just beyond are 15 acres of green space, affording consummate privacy and expanses of glorious flora. Linked with the main residence by a wood walkway, the hangar has direct access to the end of the runway and offers space for an aeroplane, cars, boats, and / or motorcycles and includes a finished room on the upper level. Whole house generator and tucked away pool equipment.



Charming Estate

Full Listing

Offered By:

Kerrie Marzot
(508) 274-2236
kerrie.marzot@sothebys.realty

Price $1,495,000
Address:
49 Quimby Lane
East Falmouth, MA 02536

Appendix N – Siljan Airpark

Siljan Air Park

by Russell Myles

In the forests of central Sweden next to Lake Siljan is the small airfield of Siljansnäs (ESVS). It is not very big, with just 850m of hard runway and a parallel 850m of grass, is daylight only and just has an air-to-ground frequency; no radar, approaches or ATC. It is however a great place to visit and if the weather means you need to exercise the privileges of your IR to get there then the nearby airfields at Mora and Borlänge both have ILS.

Siljansnäs is a lovely place to visit and has become a preferred destination for pilots touring central Sweden. It has one distinctive feature which sets it apart from almost all the other Swedish airfields. It is not the flying club, although that offers gliding and powered flying, a regular social calendar and a fantastic fly in and airshow in early August. It is not the flying club sauna (every flying club should have a sauna!), the guest cabins or the car for hire. It is not the ever-helpful Ingmar Lind who runs the airfield. It is not the fact you can get both avgas and mogas from the pumps. It is not even the "Flying Brewery", located in the castle like building abeam the runway mid-point. No, the main thing you notice when flying in is the village at the northern edge of the airfield. With taxiways and hangars! Siljansnäs is home to the Siljan Air Park, the most northerly airpark in Europe.

The airpark movement in the US is well established and thriving. The variety is huge, from two lines of houses either side of a grass runway to the other end of the scale at Spruce Creek in Florida, with hard runways, instrument approaches, a dedicated real-estate office and everything from single-seat ultralights to bizjets using the field, with a bunch of warbirds and "normal" aircraft thrown in for good measure.

In Europe there is much less choice when looking at airparks. A couple of plans were floated for airparks in the UK but they did not get very far when faced with planning laws, NIMBYs and less-than-understanding councillors. Over the channel in France, with a much more positive attitude to general aviation from local government, the choice expands. A short hop from Le Touquet at Verchocq is Aero Delahaye and the Atlantic coast is home to two airparks developed by the same team - the Vendée Air Park and Atlantic Airpark. There are several others scattered about in various stages of development.

An article long ago in Pilot magazine about Vendée Air Park highlighted one major difference between both sides of the Atlantic; in North America airparks tend to be residential, with people living there full time and commuting – a friend who skippers a wide-body jet all over the world lives about 30 miles north of Charlotte in North Carolina. Danny's airpark house is his home and his chipmunk is for fun. Here in Europe it seems that airpark homes are more likely to be second homes, used for holidays and the weekends. The Pilot article's author found the Vendée Air Park to be very quiet, with only a few people in residence at the time of visiting. We found the same when we took time to visit Siljansnäs in late May. Beautifully situated near the shore in an area of rolling hills, forests and lakes, it is surrounded by forests, wildlife and scenery and is just a very relaxing place to be.

The airpark started around 2005 but the airfield has been around since 1959 when "Toffe" Tolförs landed in a field at Siljansnäs for the first time and he was airfield manager for many years before handing over to Ingmar. Toffe lives in the village but also has a house at the airpark and is the "go-to-guy" – if you are away for a month or two and need your grass cut, he is the man. If you are coming for the weekend and need your heating turned up a day or two before, call Toffe.

Toffe does not do all the grass cutting though. While wandering about we saw movement in the distance, which turned out to be an automatic lawn mower! Quite a few of the houses have them, little wheeled things which seem to wander aimlessly about the grass.

A hundred years ago you could not programme your mower and flight was in its infancy. The museum at the airpark is located in the castle; this year it only opened on the fly in the weekend of "Kräftstjärtsvängen" but Toffe does occasionally show people round. The exhibits are mostly from the history of flight in Sweden, with several being borrowed from the Technical Museum in Stockholm. Of the old engines and aircraft, the *youngest* is from 1917. Hanging from the ceiling in the upper level are two aircraft by early Swedish designer, E Thulin. The Thulin 'A' is a copy of

a Bleriot; it still has a certificate of airworthiness and has flown in the last few years; the Thulin 'B' was his next aircraft (and his first "own" design) - a biplane on floats. Various engines and bits of aircraft are displayed, including a balloon basket, a cockpit section and cylinder heads from WW2 fighters. Also hanging from the ceiling is an engineless Fokker DR1 Triplane replica in aluminium.

The castle-like building housing the museum used to be the site of the "Biggles Café" – the café is no longer but part of the building has been taken over by a brewery, so it is OK! And you can still get a coffee at the club if you need to. The Flying Brewery is run by one of the airpark residents and produces a range of beers to "aviation standards". Toffe gave us some samples, which we took back to our holiday cabin for scientific research purposes - they were very drinkable.



The museum also once housed the Siljan Flying Circus which used to operate replica WW1 fighters. These were built as part of a scheme called "School at Work", where youngsters who had left school early were given a chance to get started again and hands-on aircraft construction formed part of the schedule. A Nieuport and Fokker Eindecker were among the end products of this admirable scheme and they formed the basis of the Flying Circus. Today the aircraft sit in a hangar needing a little bit of TLC to get flying again. Having just bought an SSDR microlight 80% replica Fokker Eindecker as a low-wind warm-day toy, we spent some time taking numerous photographs for comparison.

According to KSAK, the Royal Swedish Aero Club, the annual fly-in and air show at Siljansnäs on the first weekend in August is the country's biggest. 2015 was its 26th year and featured displays by a Swedish Air Force Gripen fighter, formation RVs and a C130. Even if the Flying Circus is unable to fly these days, there are plenty of flypasts and parked aircraft for the public to see and enjoy. The flying club puts on shuttle buses for the village residents: just one example of engagement with the local community which has also included model aircraft design and build competitions for local youngsters. The flying club served breakfast Saturday and Sunday, with typical fly-in food but the yearly highlight is the crayfish party which takes place after the Kräftstjärtsvängen. This involves a stream of aircraft flying around the southern end of Lake Siljan, via Rättvik, the "Dalhalla" concert hall, in a giant abandoned quarry and the local town of Leksand. We were puzzled as to the name, which roughly translated means crayfish tail turn. The mystery was possibly cleared up when we met local estate agent, Ragnar "Ragge" Valin, who said the bottom end of Lake Siljan looks like a crayfish tail. Personally I think it looks like a cat but you know those crazy Scandinavians…any excuse for a party

Right: Flying club BBQ
Top Left: Swedish Air Force Museum
Centre: Museum exhibits
Bottom: Mass fly out!







and the crayfish party is a traditional summer event. This one just has added aircraft.

Ragge showed us one of the houses for sale. There are several houses up for grabs and a few plots still available. One plot for sale has foundations already installed and there is also a hangar on two



plots combined; just add house! If you do want to do that there are a few rules. Houses are required to have an outer surface of wood. How this is done varies; some have cladding and some are made of logs. Roofing material should be of reddish colour. There are a few more restrictions; nothing too onerous or restrictive and the result is a variety of houses and hangars from the small wooden "stuga" through log cabins to a large one with a little control tower feature on the roof (that one is for sale). The plots are laid out so that the roads and taxiways do not cross each other – no "Give Way To Aircraft" signs here.

In terms of the airfield and flying in, there are a few rules to avoid annoying the locals. Air traffic is basically day only and should arrive by one of three reporting points: STORÖN, ÅKMYRAN or SILJAN. Circuits are to the south of 14/32 and "advanced flight" with powered aircraft must not take place within 5nm so take your aeros away a bit.

Anna, one of the British owners, says "Flying in Sweden is always very uncomplicated"; she even owned an SE-registered amphibian for a while. Siljan Air Park is quite close to the edge of the "Mountainous Area" where there are a few extra rules for single-engine aircraft. Mostly common sense safety stuff like filing a flight plan, carrying maps of the area, having suitable survival equipment, signalling equipment and appropriate clothing and aircraft markings. There is no need for a repaint if you are planning to visit Siljan, as it is outside the area and there are plenty of destinations for a tour.

Most airpark residents seem to fly in, have a relaxing few days and then fly out again. Although most owners are Swedish, there are Danes, Finns, Norwegians, Germans and a handful of other nationalities, including British. Wandering around the airpark we found a few people in evidence, walking the dog or tinkering in the house. It was very quiet and peaceful.

Siljansnäs village itself is also quiet. Situated about 2km from the airpark, it is mostly composed of traditional looking red-painted wooden houses around a white church and boasts a small supermarket, hotel, holiday cabins, petrol station/car dealer, bicycle shop and a kiosk. There is also the Siljans Pizzeria, with sit in or take away service. As in most small rural communities, it seemed to be a congregation point for the local teenagers; that the pizzas being fantastic may have something to do with it as well! At the top of the hill is a café and *NaturumDalarna*, a nature museum with trails to viewpoints overlooking Lake Siljan. Inside there is a large selection of displays of local wildlife, history and geology. Lake Siljan forms part of the Siljan Ring, a meteorite impact crater

Top: Taxiway to the houses
Centre: Cabin in winter
Bottom: Trees, hills and lakes







52km in diameter and the largest in Europe, on the map you can make out the circular structure of the ring with the lake at the 6-7 o'clock position. About 17km from the airpark is Leksand, with a couple of larger supermarkets as well as more variety of shops. It is the seat of the *Leksandskommun* (the local municipality) and the headquarters of the department store chain Clas Ohlson. Slightly further away and well worth a visit are the Orsa bear park, Falun world heritage site copper mine and the town of Mora, home to the famous Vasaloppet cross country ski race.

Useful Web links:

Siljan Air Park http://www.siljanairpark.se/
Siljan Flying Club http://www.siljansnasflk.com/
Siljan AirPark Museum http://www.airparkmuseum.se/
Plot for Sale http://www.airpark-plot-for-sale.co.uk/
Summer house to rent https://www.airbnb.co.uk/rooms/5938863?s=r76U
Flying Brewery http://www.flyingbrewery.com/

My Jeppesen VFR guide Sweden page for Siljansnäs states "irregular snow removal" so you may not be able to fly in or out during the winter but a winter sports enthusiast has plenty to keep them occupied. There are several ski hills nearby; not like an alpine mega resort but enough for a day trip. And there is cross-country skiing in abundance, even round the airfield. A recent local headline was "Car hits tree, no injuries". It is not a vibrant hub of nightlife or a dizzy social whirl (except barbecue night at the *flygklubb* on Wednesdays and the yearly Kräftstjärtsvängen) but if you prefer peace and quiet with nature, trees, wildlife, cycling on quiet roads, kayaking on the lake and getting away from the big smoke in your own aircraft, Siljan Air Park could be the place for you. We are in the market for a tourer again… that house we looked at with Ragge the estate agent? We bought it. Come and visit!



EASA TBM Class Rating
EASA PA46 Class Rating
ICAO Licence & Rating Conversions
En-Route IR
FAA Training
ICAO to EASA IR Conversions
Competency Based IR
Safety Pilot

Bespoke training in high performance aeroplanes

www.oysterair.com

jonathan@oysterair.com

Oysterair

Appendix O - Quinta Ferreira do Alentejo e Canhestros

RE/MAX PORTUGAL

Quinta - Ferreira do Alentejo e Canhestros

Id. 120141046-1881 **2 000 000 €**

Ferreira do Alentejo e Canhestros, Ferreira do Alentejo





Miguel Pinto Coelho
G4 New Cycle
+351 917 584 076
lmpcoelho@remax.pt

Resumo do imóvel

Aeródromo certificado com hangar e excelente habitação implantado numa propriedade com 30 hectares (300.000 m2). O aeródromo tem uma pista certificada para Cessna 172 e um excelente hangar com capacidade para várias aeronaves, estação meteorológica e frequência de rádio VHF atribuída . No hangar existem ainda 2 quartos, casa de banho, escritório, grande sala e arrecadação e em baixo oficina e sala, tudo com ar-condicionado e ainda cozinha e casa de banho; no exterior 2 lavabos e compartimentos de arrumos legais para óleos, combustíveis, compressor e demais necessidades.A casa principal é totalmente isolada para ser climatizada com baixa energia e é composta por 4 suites, sala de estar com lareira, sala de jantar, cozinha com despensa, arrumos e zona para BBQ e forno. Tem também apartamento T1, ideal para caseiro ou visitas. Existe elevador para a garagem com mais de 400m2 e várias divisões no piso inferior, onde está também uma casa de banho com banho turco e a casa das máquinas para o aquecimento por piso radiante e águas quentes servidas por painéis solares de alto rendimento e caldeiras a lenha e gasóleo, tudo regulado automaticamente, assim como os sistemas de rega. A capela é independente da casa, mas integrada no conjunto. Separada é a área da piscina que tem cobertura eléctrica e está integrada num conjunto de casa própria tipo T0, com kitchenette, grande lareira, casa de banho, casa de arrumos e casa de banho. A propriedade tem 2 furos com abundante água e gerador próprio para suprir qualquer emergência, Está também ligada à rede de rega do Alqueva. Esta propriedade única, dista apenas 800 m do centro da vila e está totalmente vedada e servida por 3 portões acionados eletricamente e 2 manuais

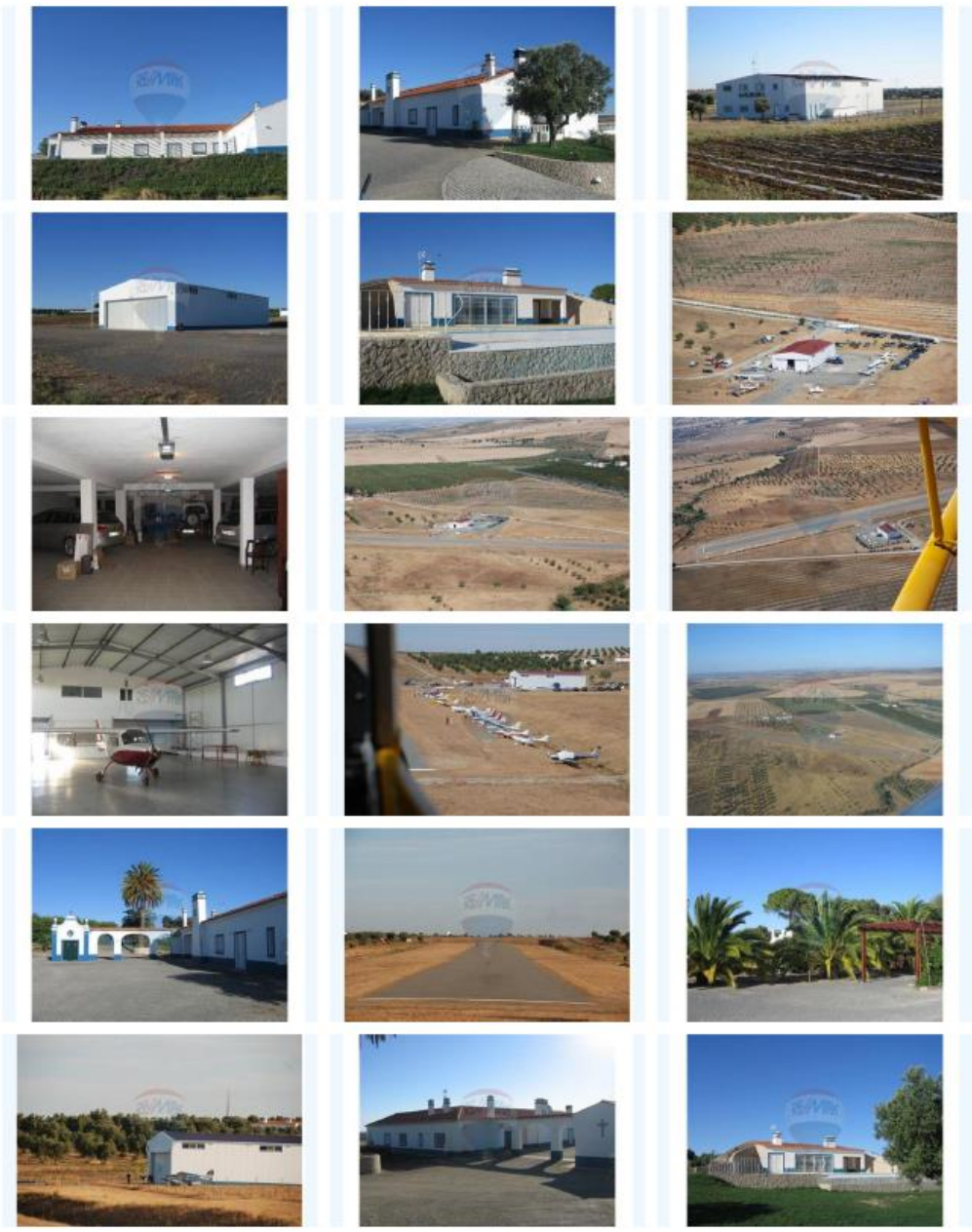
Quartos	5
Área Total do Lote	3000000 m²
Área Útil	790 m²
Elevador	Sim
WCs	–
Estacionamento	Sim
Eficiência energética	A+
Total m²	790 m²
Ano de construção	2009
Piso	–

Divisões

Tipo	Dimensões	Área	Descrição
Cozinha		19,21	
Escritório		19,44	
Ginásio		9,43	
Hall		13,26	
Sala de Estar		41,25	
Sala de Jantar		16,85	
Suite		15,57	

Suite		16	
Suite		15,35	

Fotos



Appendix P – Ferreira do Alentejo LPFA

FERREIRA DO ALENTEJO AD

1 LOCALIZAÇÃO

1.2 KM do centro de Ferreira do Alentejo

2 DADOS DE REFERÊNCIA AD

LAT 380221N
LONG 0080615W

Elevação: 140m / 459FT
THR RWY 35 380213.85N0080613.83W
elevação: 130.5m
THR RWY 17 380231.76N0080617.35W
elevação: 140m

Ondulação do Geóide: 54.824m

Temperatura média máxima: 33º C
Temperatura média mínima: 15º C
Precipitação anual (média) : 580 mm
Vento predominante: NW

Declinação Magnética: 03º W (2013)
Variação Anual: 0.13º Decrescente

3 ALTITUDE DE TRANSIÇÃO

NIL

4 TRÁFEGO AUTORIZADO

VFR
Operação de ultraleves

Aeródromo de uso privado. Utilização sujeita a autorização prévia do seu Director

5 HORÁRIO DE OPERAÇÃO

Horas de Serviço: HJ

6 ADMINISTRAÇÃO do AD

Caixa Postal 3004
7900 Ferreira do Alentejo

Tel: +351284739524
+351937602331

AD Director Dario Artilheiro
Tel: +351 937602331

7 SERVIÇO DE FRONTEIRAS

Nil

1 LOCATION

1.2 KM from Ferreira do Alentejo centre

2 AD REFERENCE DATA

LAT 380221N
LONG 0080615W

Elevation: 140m / 459FT
THR RWY 35 380213.85N0080613.83W
elevation: 130.5m
THR RWY 17 380231.76N0080617.35W
elevation: 140m

Geoid Undulation: 54.824m

Max. temp (average): 33ºC
Min. temp (average): 15º C
Annual precipitation (average):580mm
Dominant wind: NW

Mag.Var: 03º W (2013)
Annual change: 0.13º Decreasing

3 TRANSITION ALTITUDE

NIL

4 APPROVED TRAFFIC

VFR
Ultralight operation -

Private aerodrome. Use subject to AD Director approval.

5 HOURS OF OPERATION

Service hours: HJ

6 AD ADMINISTRATION

Caixa Postal 3004
7900 Ferreira do Alentejo

Phone: +351284739524
+351937602331

AD Director Dario Artilheiro
Phone: +351 937602331

7 CUSTOMS

Nil

8 COMBUSTÍVEL E LUBRIFICANTE

NIL

9 REPARAÇÃO/MANUTENÇÃO

Nil

10 COMBATE INCÊNDIOS CATEGORIA

CAT 1 de SLCI
Disponibilizado Serviço de Equipamento e Apoio (SEA)

11 RESTRIÇÕES LOCAIS

Circuitos das pistas pelo lado oeste. Deverá ser evitado o sobrevoo da vila de Ferreira do Alentejo.

Obstáculos:
Área de aproximação

- Linha MT dist 560M Elevação: 590FT
Balizagem diurna
- Antena FM dist. 1400M
Elevação: 665FT Iluminada

12 PROCEDIMENTOS

NIL

13 INFORMAÇÃO ADICIONAL

AD Certificado: 31 Dezembro 2023

Comunicações :

Estação Aeronáutica
CS: FERREIRA DO ALENTEJO RÁDIO
FREQ 122.655MHZ (HO)
Cobertura: 15NM
Tipo de emissão: A3E

FIS: LISBOA INFORMAÇÃO
FREQ 123.755MHZ (H24)

Hangares:
NIL

8 FUEL AND OIL

NIL

9 REPAIR FACILITIES

Nil

10 FIRE FIGHTING CATEGORY

CAT 1 of SLCI
Available Support Facilities Service (SEA)

11 LOCAL RESTRICTIONS

Runway Circuits by west side. Overflying the village of Ferreira do Alentejo should be avoided.

Obstacles:
Approach area

- Power Line dist 560M Elevation: 590FT
Day marked
- FM Antenna dist. 1400M
Elevation: 665FT Lighted

12 PROCEDURES

NIL

13 ADDITIONAL INFORMATION

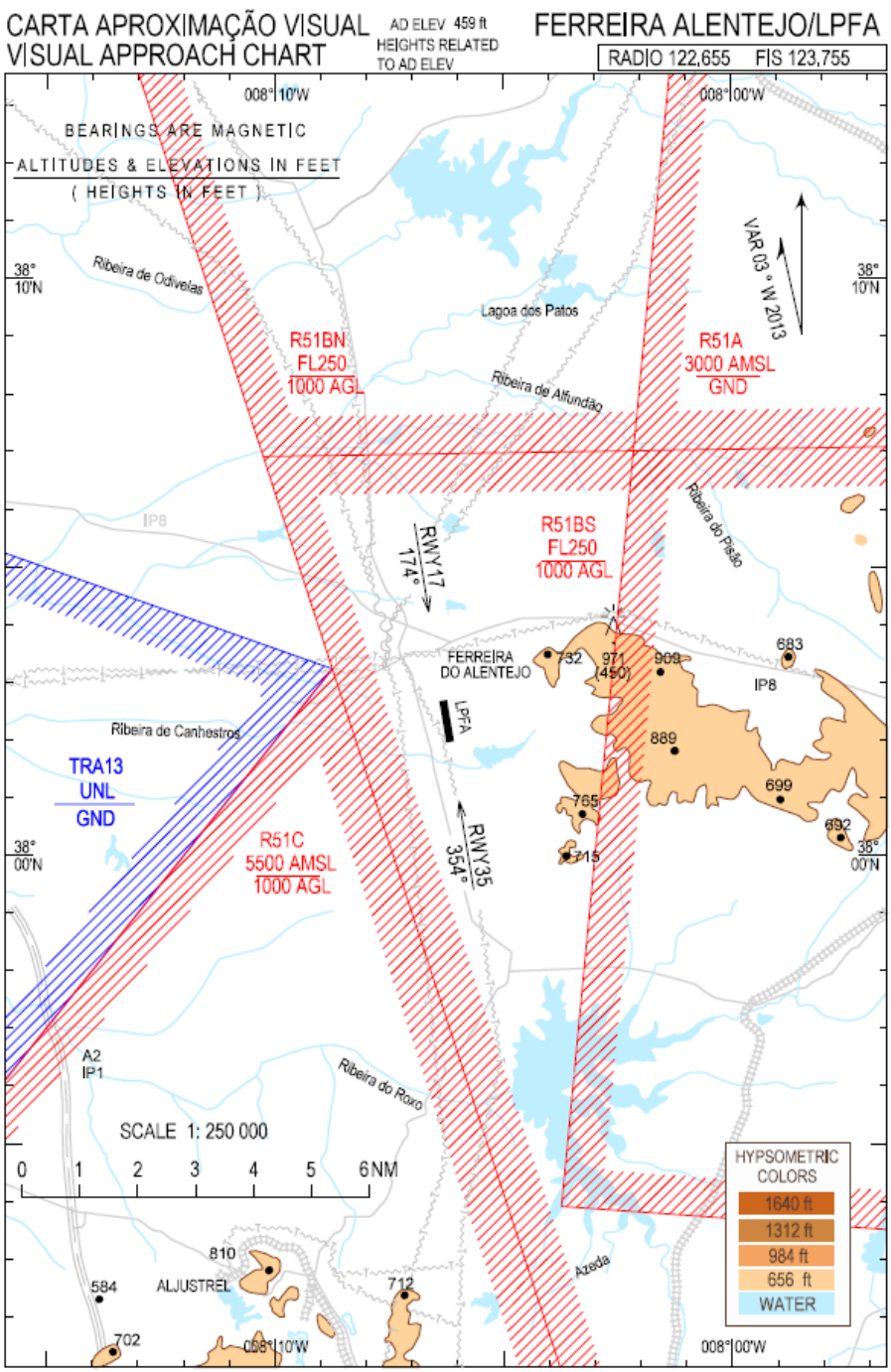
Certified AD: 31 December 2023

Communication Facilities:

Aeronautical Station
CS: FERREIRA DO ALENTEJO RADIO
FREQ 122.655MHZ (HO)
Coverage: 15NM
Emission type: A3E

FIS: LISBOA INFORMATION
FREQ 123.755MHZ (H24)

Hangares:
NIL


CARTA APROXIMAÇÃO VISUAL
VISUAL APPROACH CHART
AD ELEV 459 ft
HEIGHTS RELATED TO AD ELEV
FERREIRA ALENTEJO/LPFA
RADIO 122,655 FIS 123,755
008°10'W
008°00'W
BEARINGS ARE MAGNETIC
ALTITUDES & ELEVATIONS IN FEET
(HEIGHTS IN FEET)
38° 10'N
38° 00'N
Ribeira de Odivelas
Lagoa dos Patos
Ribeira de Alfundão
Ribeira do Pisão
Ribeira de Canhestros
Ribeira do Roxo
VAR 03 ° W 2013
R51BN
FL250
1000 AGL
R51A
3000 AMSL
GND
R51BS
FL250
1000 AGL
R51C
5500 AMSL
1000 AGL
TRA13
UNL
GND
RWY17
174°
RWY35
354°
LPFA
FERREIRA DO ALENTEJO
IP8
A2
IP1
ALJUSTREL
732
971
(450)
909
683
889
699
765
692
715
810
584
712
702
Azeda
SCALE 1: 250 000
0 1 2 3 4 5 6 NM
HYPSOMETRIC COLORS
1640 ft
1312 ft
984 ft
656 ft
WATER

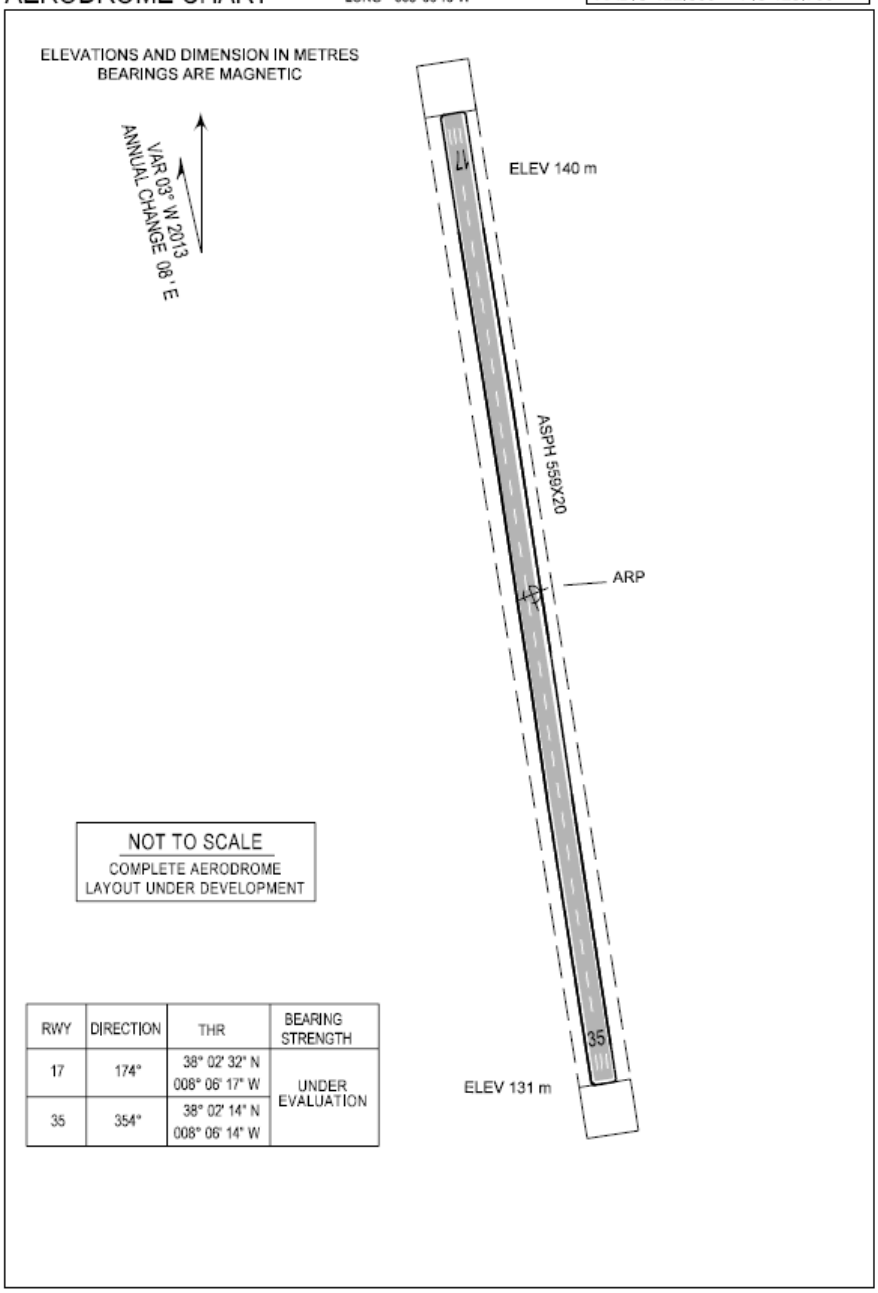
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CARTA DE AERODROMO
AERODROME CHART

AD ELEV 140 m
LAT 38°02'21"N
LONG 008°06'15"W

FERREIRA ALENTEJO / LPFA

RADIO 122,655 FIS 123,755



RWY	DIRECTION	THR	BEARING STRENGTH
17	174°	38° 02' 32" N 008° 06' 17" W	UNDER EVALUATION
35	354°	38° 02' 14" N 008° 06' 14" W	

CARACTERÍSTICAS FÍSICAS / PHYSICAL CHARACTERISTICS						
RWY	Dimensões e pavimento Dimensions and surface	Resistência Strength	Distâncias Declaradas Declared Distances			
			TORA	TODA	ASDA	LDA
17	559x20		559	559	559	559
35	Tout-venant		559	559	559	559
Strip: 618x60m						
Apron: 50x20m						
TWY: 10m width						

ILUMINAÇÃO / LIGHTING							
RWY	APCH	PAPI	THR	END	TDZ	RCL	EDGE

SURFACE MOVEMENT GUIDANCE AND MARKINGS						
ID SIGN	WDI	LDI	RWY MARKS	TDZ MARKS	RWY DESIGNATION	RCL
	X		X			

Appendix Q - Pilot Survey

The Survey had been done using the Qualtrics, one of the major platforms used for surveys, and a powerful tool that has a contract with ISCTE for academic studies proposed.

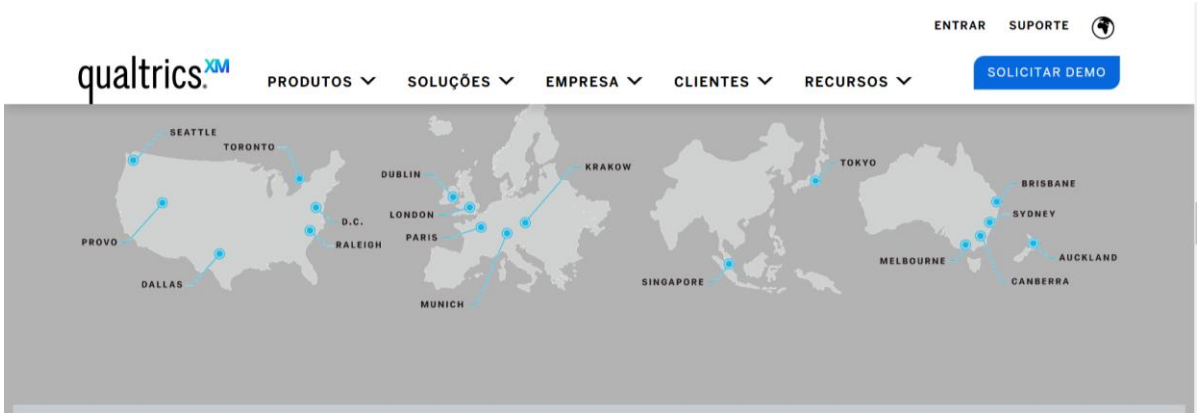


Figure 60 – Qualtrics Survey Platform website (https://www.qualtrics.com/pt-br/sobre/)

Pilots Survey

This survey is part of a study about the creation of a Residential Airpark in Portugal, which is the final project of the Master in Applied Management of ISCTE, Lisbon, Portugal.
The completion of the survey will take about 5 min.

What are Residential Airparks?

They are communities that live around aeroplanes also known as Fly-in communities, they are urbanizations in compounds that are served by one or more runways; the runway is connected by taxiways to each house, each owner will have his own aircraft that will park it in his residence, the houses have a hangar attached or part of the house to store the respective aircraft, these aeronautical communities are also usually served by other leisure activities such as Golf, Marina, Tennis or Equestrian activities.

https://www.youtube.com/watch?v=C1QokxA9w5w&ab_channel=VincentAir

Thank you for your collaboration.

Section I - Demographic Data

1. Age _____ (years)
2. Gender
   Male
   Female
3. Nationality _____
4. Country of residence _____
5. Did you know that Portugal has a Golden Visa Policy with reduce Tax for foreigner? (If nationality and residence is different from Portugal this question will pop up)

6. How did you get this survey?
   (name the association that send it to you please.)

Section II - Pilot License Data

7. Are you a Pilot?
   Yes
   No (go to question 9)

8. Your flight license is:
   VFR
   IFR
   SEP
   MEP
   Type

9. You are currently flying for:
   Leisurely
   Professionally

10. Do you intend to take a Pilot License?
    Yes
    No (goes to question 11)

11. What is the timeframe?

Within 12 months

Between 12 months and 24 months

More than 24 months

12. Are any of your household members a Pilot?

    Yes

    No

Section III - Aircraft Characterization

13. Do you have your own aircraft

    Yes

    No (go to question 17)

14. How many aircraft do you own _____

    (Depending on the no. of aircraft the next question will be repeated

15. Which is your aircraft Model (indicate all of them)

    _____

    _____

16. What is the approximate value of current hangarage _____
17. What is the annual number of flight hours you fly on your own aircraft(s)? (go to question 20)
18. If you do not own an aircraft, do you intend to buy one in the future?

    Yes

    No (go to question 20)
19. Which aircraft do you intend to purchase? _____
20. What is the estimated timeframe for your acquisition?

    Less than 12 months

    Between 12 months and 24 months

    More than 24 months

Section IV – Interesting in having a house in an airpark in Portugal

21. Do you have a house in an airpark abroad?

    Yes

No

22. Are you interested in having a house in an airpark in Portugal?
    Yes
    Maybe
    No (go to the end)

23. How many people are in your household? _____

24. What type of house would be ideal for you in an airpark?
    V1 One Bedroom
    V2 Two Bedroom
    V3 Three Bedroom
    V4 Four Bedroom
    V5 or higher
25. How many aircraft do you would like to park in the Hangar-House?
26. How many cars do you would like to park in the garage of your Airpark House?
27. What is your preference House Style:
    Modern
    Classic
    1 Ground Floor
    2 Story with garage and hangar on ground floor
    3 Story with garage on basement and hangar on ground floor and 1st floor for bedrooms

Section V - Location of Airfield Residential Park in Portugal

28. The Ideal Aeronautical Park for my family would be nearby:
    the countryside
    the beach
    the city

29. Which Portuguese city would you prefer the Residential Airpark to be nearby?
    Porto
    Lisbon
    Faro
    Coimbra
    Braga
    Beja

Portalegre
Bragança
Setúbal
Portimão

30. My house in Aeronautical Park will be:
    My primary Home
    Holiday home
    Investment

Section VI – Residential Airpark Facilities

31. For you it is important that the Residential Airpark has:
    Track over 1000m on asphalt
    Grass runway over 500m
    Separate taxiways from the road
    Hotel
    Restaurant
    Supermarket
    School and/or kindergarten
    Golf course
    Marina
    Aeronautical Club
    Instrument Approach
    CAMO (Aircraft Maintenance)
    Tennis,
    Gymnasium
    Spa
    Swimming Pool

Section VI – Investment

32. What is the maximum Investment that you would be willing to invest in Residential Airpark Lot (Interval options)
33. What is the maximum Investment that you would be willing to invest in Residential Airpark House? (Interval options)

34. What is the maximum acceptable fee that you would be willing to pay for the compound maintenance.

Section VII

Thank you for your participation in this survey

If you would like to receive further information about the project or offers on it, please leave me your contact details (Voluntary section)

35. Name

36. Telephone

37. Email

38. Address

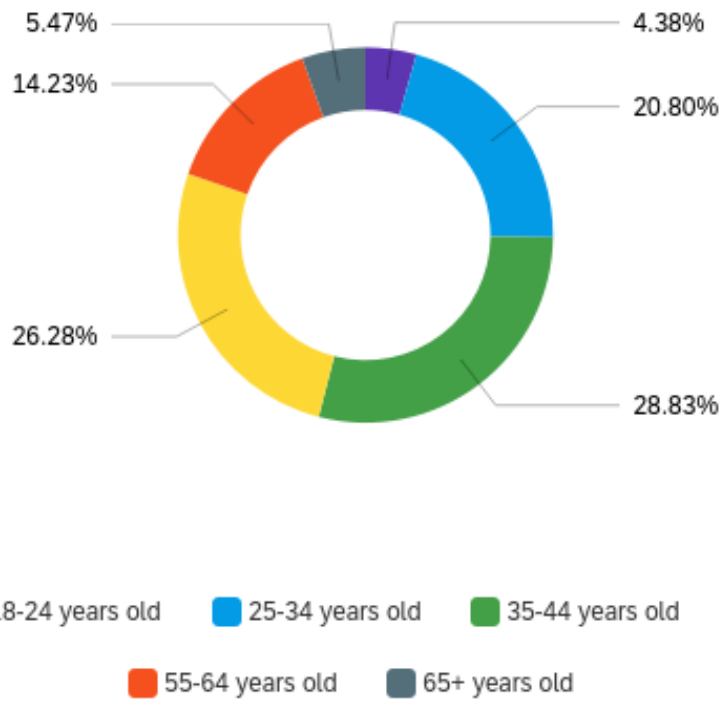
Pilot Survey Results

Default Report

Portugal Residential Airpark

December 3rd 2022, 1:08 pm CET

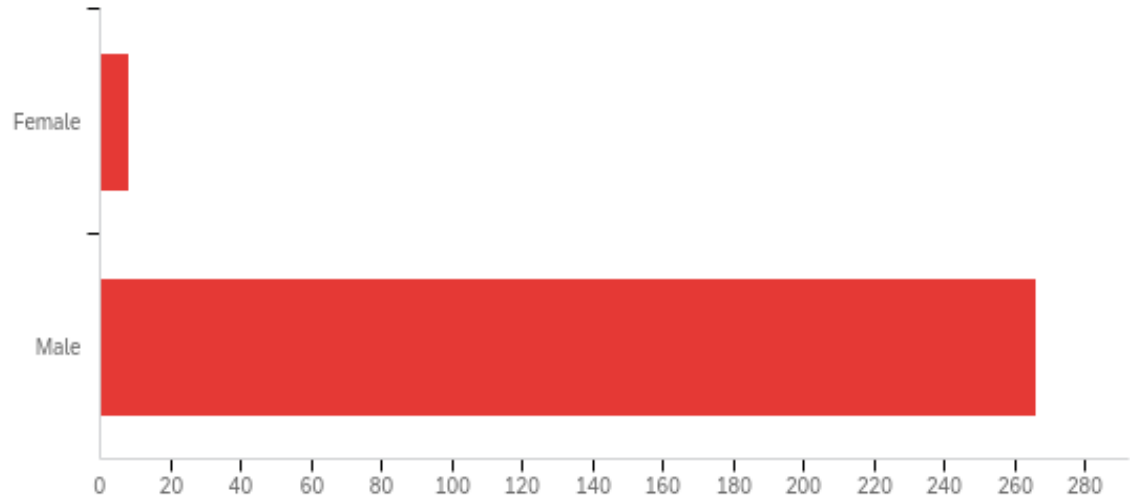
Q3 - How old are you?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How old are you?	2.00	7.00	4.42	1.24	1.53	274

#	Answer	%	Count
1	Under 18	0.00%	0
2	18-24 years old	4.38%	12
3	25-34 years old	20.80%	57
4	35-44 years old	28.83%	79
5	45-54 years old	26.28%	72
6	55-64 years old	14.23%	39
7	65+ years old	5.47%	15
	Total	100%	274

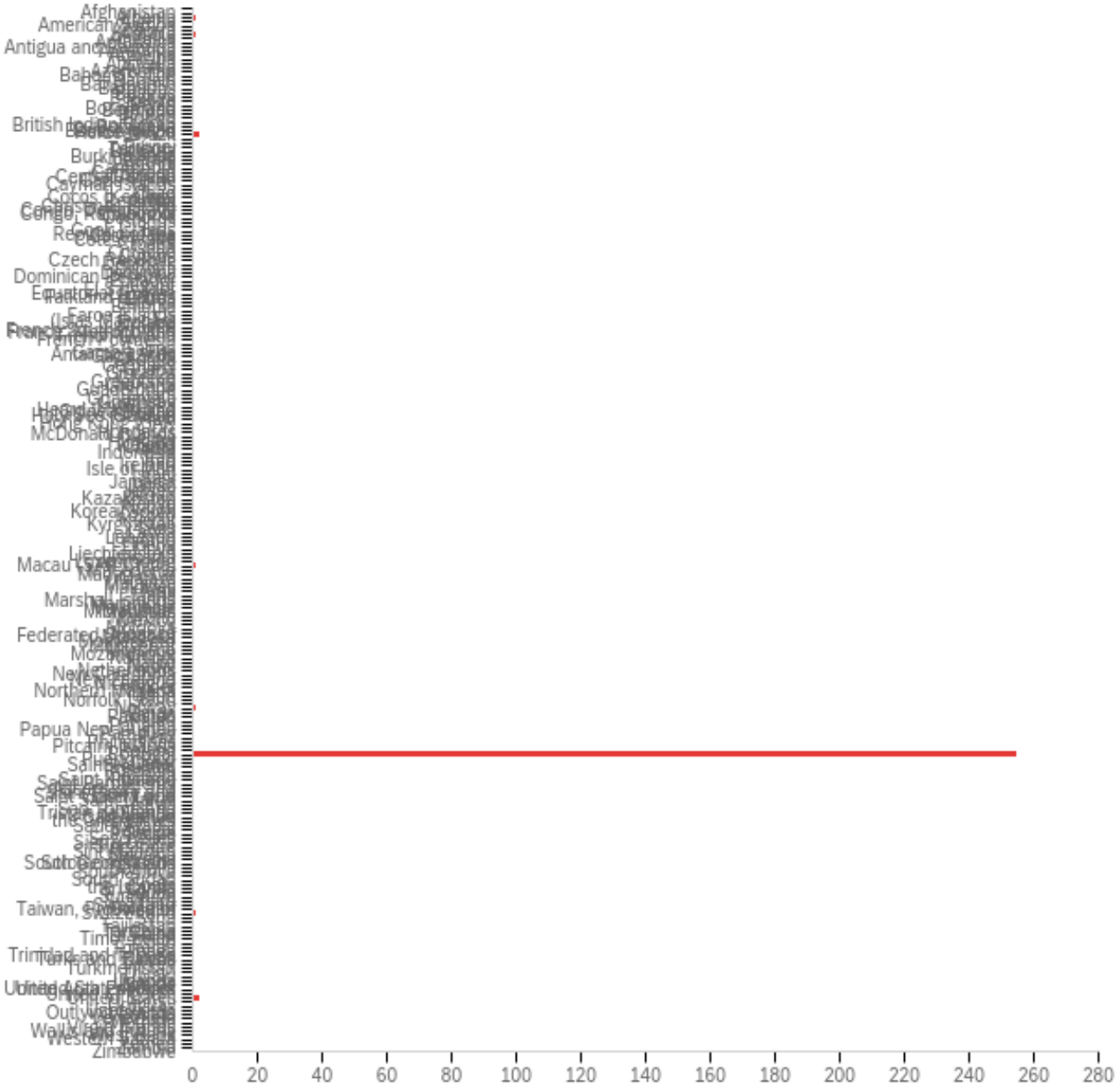
Q4 - Sex



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Sex	1.00	2.00	1.97	0.17	0.03	274

#	Answer	%	Count
1	Female	2.92%	8
2	Male	97.08%	266
	Total	100%	274

Q5 - Nationality



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Nationality	6.00	240.00	179.93	20.74	430.14	264

#	Answer	%	Count
2	Afghanistan	0.00%	0

6	Albania	0.38%	1
7	Algeria	0.00%	0
8	American Samoa	0.00%	0
9	Andorra	0.00%	0
10	Angola	0.38%	1
11	Anguilla	0.00%	0
12	Antarctica	0.00%	0
13	Antigua and Barbuda	0.00%	0
14	Argentina	0.00%	0
15	Armenia	0.00%	0
16	Aruba	0.00%	0
17	Australia	0.00%	0
18	Austria	0.00%	0
19	Azerbaijan	0.00%	0
20	Bahamas, The	0.00%	0
21	Bahrain	0.00%	0
22	Bangladesh	0.00%	0
23	Barbados	0.00%	0
24	Belarus	0.00%	0
25	Belgium	0.00%	0
26	Belize	0.00%	0
27	Benin	0.00%	0
28	Bermuda	0.00%	0
29	Bhutan	0.00%	0
30	Bolivia	0.00%	0
31	Bosnia and Herzegovina	0.00%	0
32	Botswana	0.00%	0
33	Bouvet Island	0.00%	0
34	Brazil	0.76%	2
35	British Indian Ocean Territory	0.00%	0

36	British Virgin Islands	0.00%	0
37	Brunei	0.00%	0
38	Bulgaria	0.00%	0
39	Burkina Faso	0.00%	0
40	Burma	0.00%	0
41	Burundi	0.00%	0
42	Cambodia	0.00%	0
43	Cameroon	0.00%	0
44	Canada	0.00%	0
45	Cape Verde	0.00%	0
46	Cayman Islands	0.00%	0
47	Central African Republic	0.00%	0
48	Chad	0.00%	0
49	Chile	0.00%	0
50	China	0.00%	0
51	Christmas Island	0.00%	0
52	Cocos (Keeling) Islands	0.00%	0
53	Colombia	0.00%	0
54	Comoros	0.00%	0
55	Congo, Democratic Republic of the	0.00%	0
56	Congo, Republic of the	0.00%	0
57	Cook Islands	0.00%	0
58	Costa Rica	0.00%	0
59	Cote d'Ivoire	0.00%	0
60	Croatia	0.00%	0
61	Cuba	0.00%	0
62	Curacao	0.00%	0
63	Cyprus	0.00%	0
64	Czech Republic	0.00%	0
65	Denmark	0.00%	0

66	Djibouti	0.00%	0
67	Dominica	0.00%	0
68	Dominican Republic	0.00%	0
69	Ecuador	0.00%	0
70	Egypt	0.00%	0
71	El Salvador	0.00%	0
72	Equatorial Guinea	0.00%	0
73	Eritrea	0.00%	0
74	Estonia	0.00%	0
75	Ethiopia	0.00%	0
76	Falkland Islands (Islas Malvinas)	0.00%	0
77	Faroe Islands	0.00%	0
78	Fiji	0.00%	0
79	Finland	0.00%	0
80	France	0.00%	0
81	France, Metropolitan	0.00%	0
82	French Guiana	0.00%	0
83	French Polynesia	0.00%	0
84	French Southern and Antarctic Lands	0.00%	0
85	Gabon	0.00%	0
86	Gambia, The	0.00%	0
87	Gaza Strip	0.00%	0
88	Georgia	0.00%	0
89	Germany	0.00%	0
90	Ghana	0.00%	0
91	Gibraltar	0.00%	0
92	Greece	0.00%	0
93	Greenland	0.00%	0
94	Grenada	0.00%	0
95	Guadeloupe	0.00%	0

96	Guam	0.00%	0
97	Guatemala	0.00%	0
98	Guernsey	0.00%	0
99	Guinea	0.00%	0
100	Guinea-Bissau	0.00%	0
101	Guyana	0.00%	0
102	Haiti	0.00%	0
103	Heard Island and McDonald Islands	0.00%	0
104	Holy See (Vatican City)	0.00%	0
105	Honduras	0.00%	0
106	Hong Kong (SAR China)	0.00%	0
107	Hungary	0.00%	0
108	Iceland	0.00%	0
109	India	0.00%	0
110	Indonesia	0.00%	0
111	Iran	0.00%	0
112	Iraq	0.00%	0
113	Ireland	0.00%	0
114	Isle of Man	0.00%	0
115	Israel	0.00%	0
116	Italy	0.00%	0
117	Jamaica	0.00%	0
118	Japan	0.00%	0
119	Jersey	0.00%	0
120	Jordan	0.00%	0
121	Kazakhstan	0.00%	0
122	Kenya	0.00%	0
123	Kiribati	0.00%	0
124	Korea, South	0.00%	0
125	Kosovo	0.00%	0

126	Kuwait	0.00%	0
127	Kyrgyzstan	0.00%	0
128	Laos	0.00%	0
129	Latvia	0.00%	0
130	Lebanon	0.00%	0
131	Lesotho	0.00%	0
132	Liberia	0.00%	0
133	Libya	0.00%	0
134	Liechtenstein	0.00%	0
135	Lithuania	0.00%	0
136	Luxembourg	0.00%	0
137	Macau (SAR China)	0.38%	1
138	Macedonia	0.00%	0
139	Madagascar	0.00%	0
140	Malawi	0.00%	0
141	Malaysia	0.00%	0
142	Maldives	0.00%	0
143	Mali	0.00%	0
144	Malta	0.00%	0
145	Marshall Islands	0.00%	0
146	Martinique	0.00%	0
147	Mauritania	0.00%	0
148	Mauritius	0.00%	0
149	Mayotte	0.00%	0
150	Mexico	0.00%	0
151	Micronesia, Federated States of	0.00%	0
152	Moldova	0.00%	0
153	Monaco	0.00%	0
154	Mongolia	0.00%	0
155	Montenegro	0.00%	0

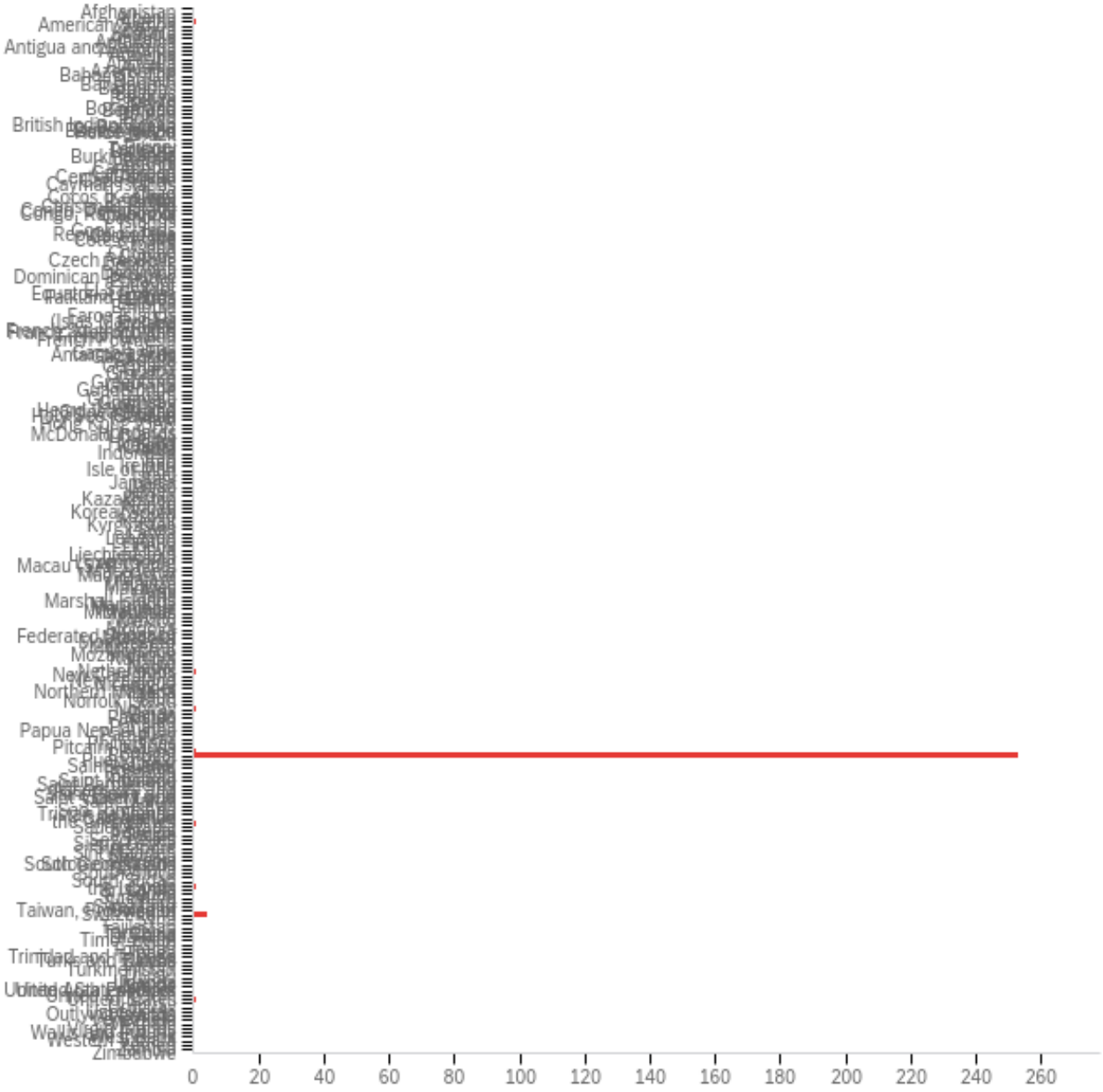
156	Montserrat	0.00%	0
157	Morocco	0.00%	0
158	Mozambique	0.00%	0
159	Namibia	0.00%	0
160	Nauru	0.00%	0
161	Nepal	0.00%	0
162	Netherlands	0.00%	0
163	New Caledonia	0.00%	0
164	New Zealand	0.00%	0
165	Nicaragua	0.00%	0
166	Niger	0.00%	0
167	Nigeria	0.00%	0
168	Niue	0.00%	0
169	Norfolk Island	0.00%	0
170	Northern Mariana Islands	0.00%	0
171	Norway	0.38%	1
172	Oman	0.00%	0
173	Pakistan	0.00%	0
174	Palau	0.00%	0
175	Panama	0.00%	0
176	Papua New Guinea	0.00%	0
177	Paraguay	0.00%	0
178	Peru	0.00%	0
179	Philippines	0.00%	0
180	Pitcairn Islands	0.00%	0
181	Poland	0.00%	0
182	Portugal	96.59%	255
183	Puerto Rico	0.00%	0
184	Qatar	0.00%	0
185	Reunion	0.00%	0

186	Romania	0.00%	0
187	Russia	0.00%	0
188	Rwanda	0.00%	0
189	Saint Barthelemy	0.00%	0
190	Saint Helena, Ascension, and Tristan da Cunha	0.00%	0
191	Saint Kitts and Nevis	0.00%	0
192	Saint Lucia	0.00%	0
193	Saint Martin	0.00%	0
194	Saint Pierre and Miquelon	0.00%	0
195	Saint Vincent and the Grenadines	0.00%	0
196	Samoa	0.00%	0
197	San Marino	0.00%	0
198	Sao Tome and Principe	0.00%	0
199	Saudi Arabia	0.00%	0
200	Senegal	0.00%	0
201	Serbia	0.00%	0
202	Seychelles	0.00%	0
203	Sierra Leone	0.00%	0
204	Singapore	0.00%	0
205	Sint Maarten	0.00%	0
206	Slovakia	0.00%	0
207	Slovenia	0.00%	0
208	Solomon Islands	0.00%	0
209	Somalia	0.00%	0
210	South Africa	0.00%	0
211	South Georgia and the Islands	0.00%	0
212	South Sudan	0.00%	0
213	Spain	0.00%	0
214	Sri Lanka	0.00%	0
215	Sudan	0.00%	0

216	Suriname	0.00%	0
217	Svalbard	0.00%	0
218	Swaziland	0.00%	0
219	Sweden	0.00%	0
220	Switzerland	0.38%	1
221	Syria	0.00%	0
222	Taiwan, Province of China	0.00%	0
223	Tajikistan	0.00%	0
224	Tanzania	0.00%	0
225	Thailand	0.00%	0
226	Timor-Leste	0.00%	0
227	Togo	0.00%	0
228	Tokelau	0.00%	0
229	Tonga	0.00%	0
230	Trinidad and Tobago	0.00%	0
231	Tunisia	0.00%	0
232	Turkey	0.00%	0
233	Turkmenistan	0.00%	0
234	Turks and Caicos Islands	0.00%	0
235	Tuvalu	0.00%	0
236	Uganda	0.00%	0
237	Ukraine	0.00%	0
238	United Arab Emirates	0.00%	0
239	United Kingdom	0.00%	0
240	United States	0.76%	2
241	United States Minor Outlying Islands	0.00%	0
242	Uruguay	0.00%	0
243	Uzbekistan	0.00%	0
244	Vanuatu	0.00%	0
245	Venezuela	0.00%	0

246	Vietnam	0.00%	0
247	Virgin Islands	0.00%	0
248	Wallis and Futuna	0.00%	0
249	West Bank	0.00%	0
250	Western Sahara	0.00%	0
251	Yemen	0.00%	0
252	Zambia	0.00%	0
253	Zimbabwe	0.00%	0
	Total	100%	264

Q6 - What is your Country of Residence?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your Country of Residence?	7.00	240.00	182.19	12.54	157.18	264

#	Answer	%	Count
2	Afghanistan	0.00%	0
6	Albania	0.00%	0
7	Algeria	0.38%	1
8	American Samoa	0.00%	0
9	Andorra	0.00%	0
10	Angola	0.00%	0
11	Anguilla	0.00%	0
12	Antarctica	0.00%	0
13	Antigua and Barbuda	0.00%	0
14	Argentina	0.00%	0
15	Armenia	0.00%	0
16	Aruba	0.00%	0
17	Australia	0.00%	0
18	Austria	0.00%	0
19	Azerbaijan	0.00%	0
20	Bahamas, The	0.00%	0
21	Bahrain	0.00%	0
22	Bangladesh	0.00%	0
23	Barbados	0.00%	0
24	Belarus	0.00%	0
25	Belgium	0.00%	0
26	Belize	0.00%	0
27	Benin	0.00%	0
28	Bermuda	0.00%	0
29	Bhutan	0.00%	0
30	Bolivia	0.00%	0
31	Bosnia and Herzegovina	0.00%	0
32	Botswana	0.00%	0
33	Bouvet Island	0.00%	0

34	Brazil	0.00%	0
35	British Indian Ocean Territory	0.00%	0
36	British Virgin Islands	0.00%	0
37	Brunei	0.00%	0
38	Bulgaria	0.00%	0
39	Burkina Faso	0.00%	0
40	Burma	0.00%	0
41	Burundi	0.00%	0
42	Cambodia	0.00%	0
43	Cameroon	0.00%	0
44	Canada	0.00%	0
45	Cape Verde	0.00%	0
46	Cayman Islands	0.00%	0
47	Central African Republic	0.00%	0
48	Chad	0.00%	0
49	Chile	0.00%	0
50	China	0.00%	0
51	Christmas Island	0.00%	0
52	Cocos (Keeling) Islands	0.00%	0
53	Colombia	0.00%	0
54	Comoros	0.00%	0
55	Congo, Democratic Republic of the	0.00%	0
56	Congo, Republic of the	0.00%	0
57	Cook Islands	0.00%	0
58	Costa Rica	0.00%	0
59	Cote d'Ivoire	0.00%	0
60	Croatia	0.00%	0
61	Cuba	0.00%	0
62	Curacao	0.00%	0
63	Cyprus	0.00%	0

64	Czech Republic	0.00%	0
65	Denmark	0.00%	0
66	Djibouti	0.00%	0
67	Dominica	0.00%	0
68	Dominican Republic	0.00%	0
69	Ecuador	0.00%	0
70	Egypt	0.00%	0
71	El Salvador	0.00%	0
72	Equatorial Guinea	0.00%	0
73	Eritrea	0.00%	0
74	Estonia	0.00%	0
75	Ethiopia	0.00%	0
76	Falkland Islands (Islas Malvinas)	0.00%	0
77	Faroe Islands	0.00%	0
78	Fiji	0.00%	0
79	Finland	0.00%	0
80	France	0.00%	0
81	France, Metropolitan	0.00%	0
82	French Guiana	0.00%	0
83	French Polynesia	0.00%	0
84	French Southern and Antarctic Lands	0.00%	0
85	Gabon	0.00%	0
86	Gambia, The	0.00%	0
87	Gaza Strip	0.00%	0
88	Georgia	0.00%	0
89	Germany	0.00%	0
90	Ghana	0.00%	0
91	Gibraltar	0.00%	0
92	Greece	0.00%	0
93	Greenland	0.00%	0

94	Grenada	0.00%	0
95	Guadeloupe	0.00%	0
96	Guam	0.00%	0
97	Guatemala	0.00%	0
98	Guernsey	0.00%	0
99	Guinea	0.00%	0
100	Guinea-Bissau	0.00%	0
101	Guyana	0.00%	0
102	Haiti	0.00%	0
103	Heard Island and McDonald Islands	0.00%	0
104	Holy See (Vatican City)	0.00%	0
105	Honduras	0.00%	0
106	Hong Kong (SAR China)	0.00%	0
107	Hungary	0.00%	0
108	Iceland	0.00%	0
109	India	0.00%	0
110	Indonesia	0.00%	0
111	Iran	0.00%	0
112	Iraq	0.00%	0
113	Ireland	0.00%	0
114	Isle of Man	0.00%	0
115	Israel	0.00%	0
116	Italy	0.00%	0
117	Jamaica	0.00%	0
118	Japan	0.00%	0
119	Jersey	0.00%	0
120	Jordan	0.00%	0
121	Kazakhstan	0.00%	0
122	Kenya	0.00%	0
123	Kiribati	0.00%	0

124	Korea, South	0.00%	0
125	Kosovo	0.00%	0
126	Kuwait	0.00%	0
127	Kyrgyzstan	0.00%	0
128	Laos	0.00%	0
129	Latvia	0.00%	0
130	Lebanon	0.00%	0
131	Lesotho	0.00%	0
132	Liberia	0.00%	0
133	Libya	0.00%	0
134	Liechtenstein	0.00%	0
135	Lithuania	0.00%	0
136	Luxembourg	0.00%	0
137	Macau (SAR China)	0.00%	0
138	Macedonia	0.00%	0
139	Madagascar	0.00%	0
140	Malawi	0.00%	0
141	Malaysia	0.00%	0
142	Maldives	0.00%	0
143	Mali	0.00%	0
144	Malta	0.00%	0
145	Marshall Islands	0.00%	0
146	Martinique	0.00%	0
147	Mauritania	0.00%	0
148	Mauritius	0.00%	0
149	Mayotte	0.00%	0
150	Mexico	0.00%	0
151	Micronesia, Federated States of	0.00%	0
152	Moldova	0.00%	0
153	Monaco	0.00%	0

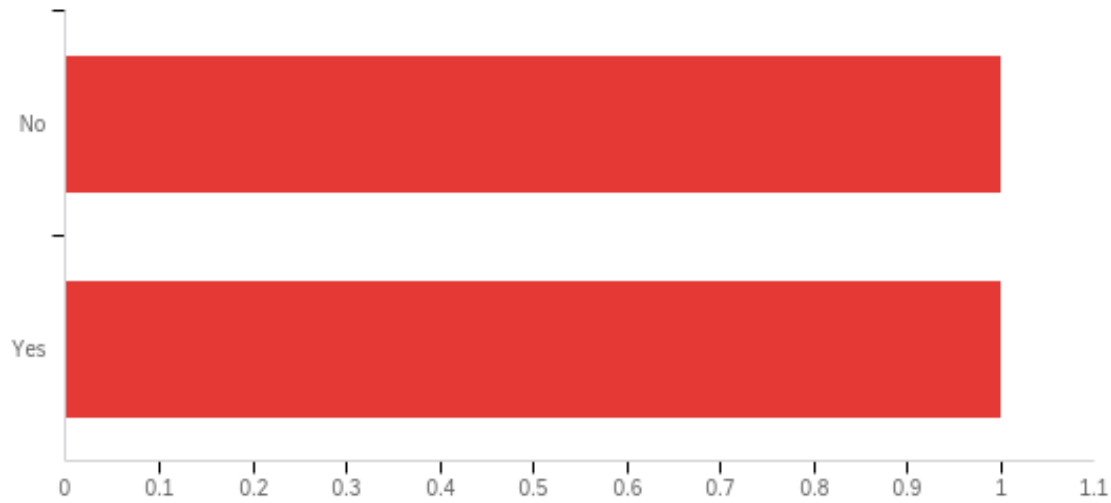
154	Mongolia	0.00%	0
155	Montenegro	0.00%	0
156	Montserrat	0.00%	0
157	Morocco	0.00%	0
158	Mozambique	0.00%	0
159	Namibia	0.00%	0
160	Nauru	0.00%	0
161	Nepal	0.00%	0
162	Netherlands	0.38%	1
163	New Caledonia	0.00%	0
164	New Zealand	0.00%	0
165	Nicaragua	0.00%	0
166	Niger	0.00%	0
167	Nigeria	0.00%	0
168	Niue	0.00%	0
169	Norfolk Island	0.00%	0
170	Northern Mariana Islands	0.00%	0
171	Norway	0.38%	1
172	Oman	0.00%	0
173	Pakistan	0.00%	0
174	Palau	0.00%	0
175	Panama	0.00%	0
176	Papua New Guinea	0.00%	0
177	Paraguay	0.00%	0
178	Peru	0.00%	0
179	Philippines	0.00%	0
180	Pitcairn Islands	0.00%	0
181	Poland	0.38%	1
182	Portugal	95.83%	253
183	Puerto Rico	0.00%	0

184	Qatar	0.00%	0
185	Reunion	0.00%	0
186	Romania	0.00%	0
187	Russia	0.00%	0
188	Rwanda	0.00%	0
189	Saint Barthelemy	0.00%	0
190	Saint Helena, Ascension, and Tristan da Cunha	0.00%	0
191	Saint Kitts and Nevis	0.00%	0
192	Saint Lucia	0.00%	0
193	Saint Martin	0.00%	0
194	Saint Pierre and Miquelon	0.00%	0
195	Saint Vincent and the Grenadines	0.00%	0
196	Samoa	0.00%	0
197	San Marino	0.00%	0
198	Sao Tome and Principe	0.38%	1
199	Saudi Arabia	0.00%	0
200	Senegal	0.00%	0
201	Serbia	0.00%	0
202	Seychelles	0.00%	0
203	Sierra Leone	0.00%	0
204	Singapore	0.00%	0
205	Sint Maarten	0.00%	0
206	Slovakia	0.00%	0
207	Slovenia	0.00%	0
208	Solomon Islands	0.00%	0
209	Somalia	0.00%	0
210	South Africa	0.00%	0
211	South Georgia and the Islands	0.00%	0
212	South Sudan	0.00%	0
213	Spain	0.38%	1

214	Sri Lanka	0.00%	0
215	Sudan	0.00%	0
216	Suriname	0.00%	0
217	Svalbard	0.00%	0
218	Swaziland	0.00%	0
219	Sweden	0.00%	0
220	Switzerland	1.52%	4
221	Syria	0.00%	0
222	Taiwan, Province of China	0.00%	0
223	Tajikistan	0.00%	0
224	Tanzania	0.00%	0
225	Thailand	0.00%	0
226	Timor-Leste	0.00%	0
227	Togo	0.00%	0
228	Tokelau	0.00%	0
229	Tonga	0.00%	0
230	Trinidad and Tobago	0.00%	0
231	Tunisia	0.00%	0
232	Turkey	0.00%	0
233	Turkmenistan	0.00%	0
234	Turks and Caicos Islands	0.00%	0
235	Tuvalu	0.00%	0
236	Uganda	0.00%	0
237	Ukraine	0.00%	0
238	United Arab Emirates	0.00%	0
239	United Kingdom	0.00%	0
240	United States	0.38%	1
241	United States Minor Outlying Islands	0.00%	0
242	Uruguay	0.00%	0
243	Uzbekistan	0.00%	0

244	Vanuatu	0.00%	0
245	Venezuela	0.00%	0
246	Vietnam	0.00%	0
247	Virgin Islands	0.00%	0
248	Wallis and Futuna	0.00%	0
249	West Bank	0.00%	0
250	Western Sahara	0.00%	0
251	Yemen	0.00%	0
252	Zambia	0.00%	0
253	Zimbabwe	0.00%	0
	Total	100%	264

Q7 - Did you know that Portugal has a Golden Visa Policy with reduce Tax for foreigner?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Did you know that Portugal has a Golden Visa Policy	1.00	2.00	1.50	0.50	0.25	2

with reduce Tax for foreigner ?						

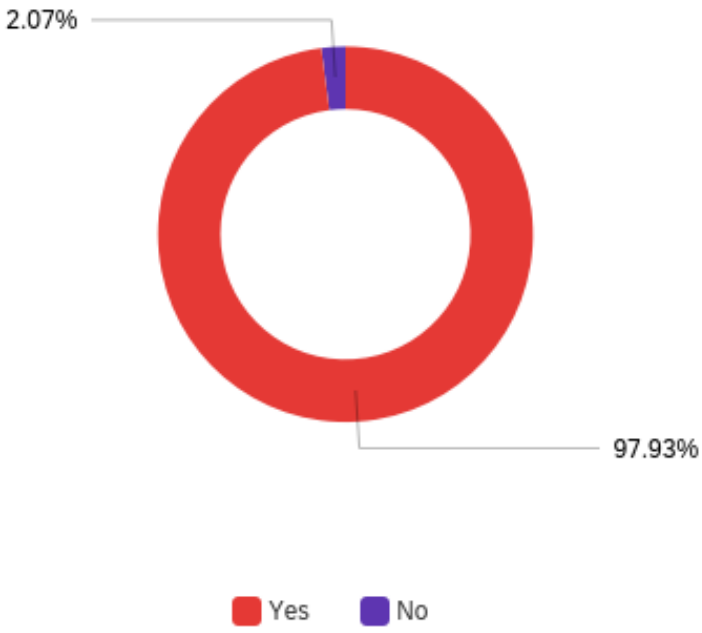
#	Answer	%	Count
1	No	50.00%	1
2	Yes	50.00%	1
	Total	100%	2

Q8 - How did you get this survey? (name the association that send it to you please.)

How did you get this survey? (name the association that send it to you please.)

Results omitted due to GDPR

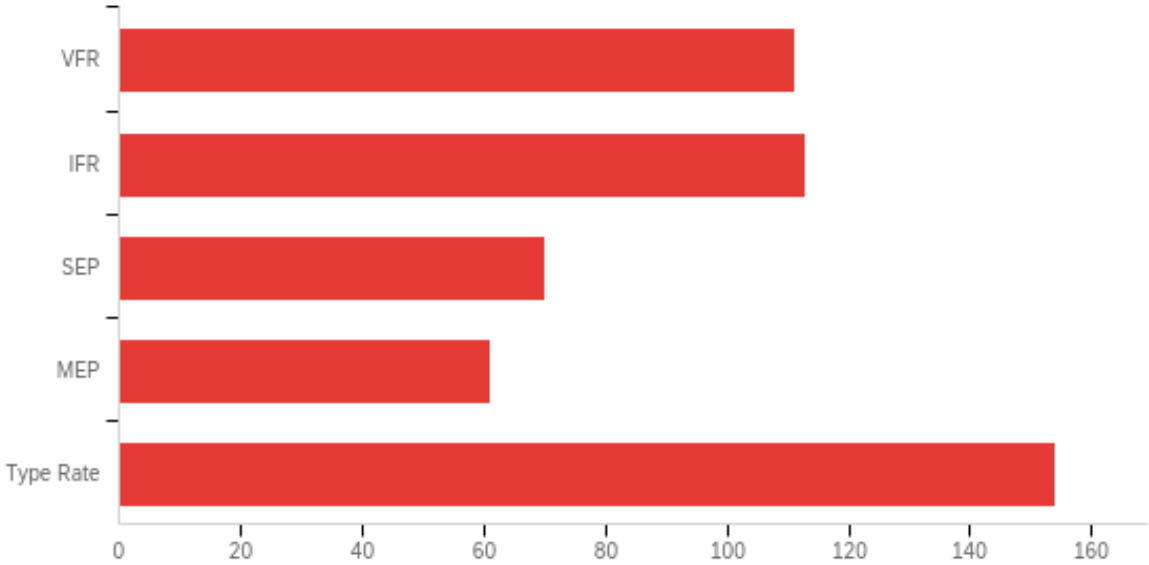
Q10 - Are you a Pilot?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Are you a Pilot?	3.00	4.00	3.02	0.14	0.02	242

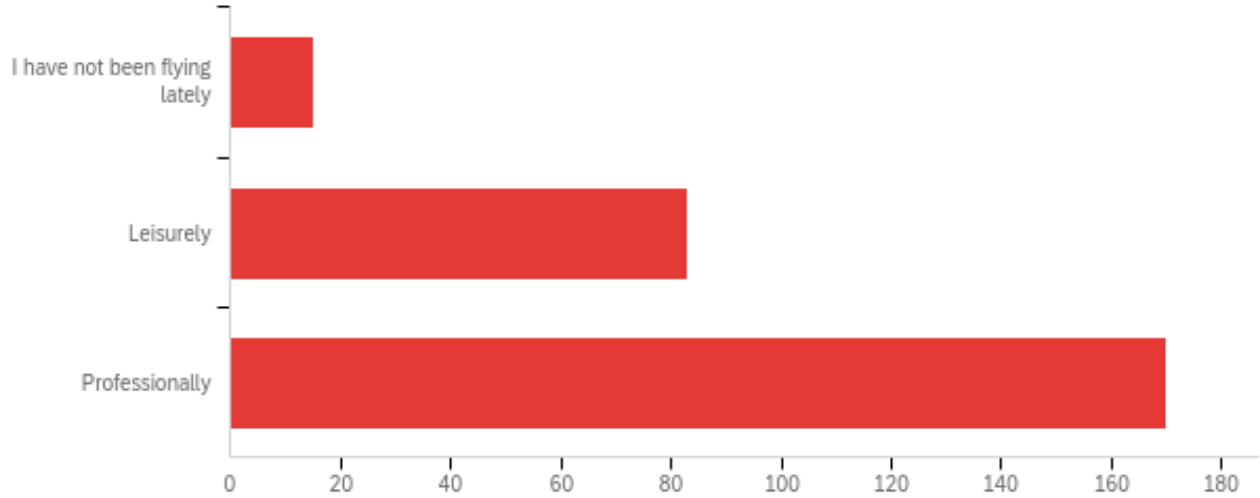
#	Answer	%	Count
3	Yes	97.93%	237
4	No	2.07%	5
	Total	100%	242

Q11 - Your flight license is:



#	Answer	%	Count
1	VFR	21.81%	111
4	IFR	22.20%	113
5	SEP	13.75%	70
6	MEP	11.98%	61
7	Type Rate	30.26%	154
	Total	100%	509

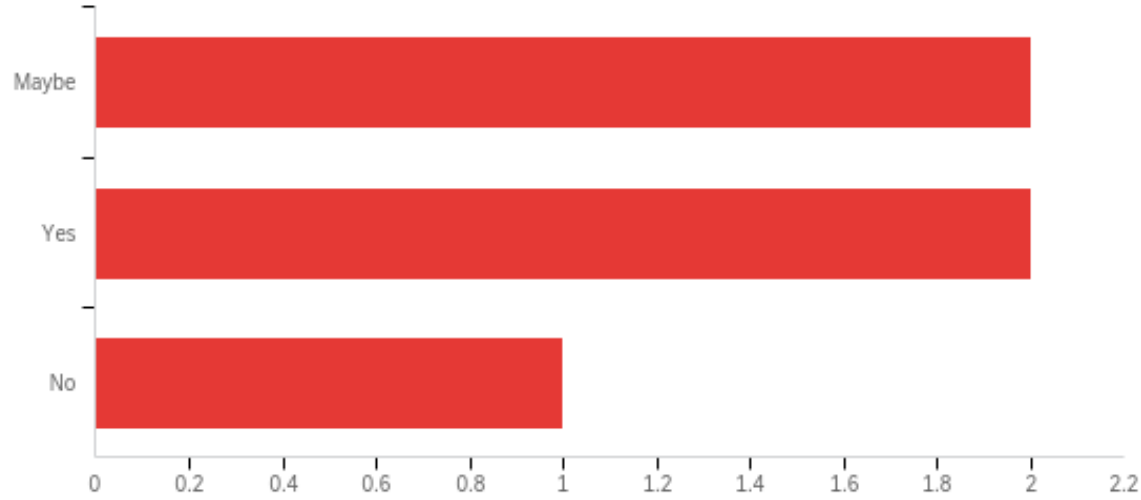
Q12 - 7. You are currently flying for:



Data source misconfigured for this visualization

#	Answer	%	Count
1	I have not been flying lately	5.60%	15
2	Leisurely	30.97%	83
4	Professionally	63.43%	170
	Total	100%	268

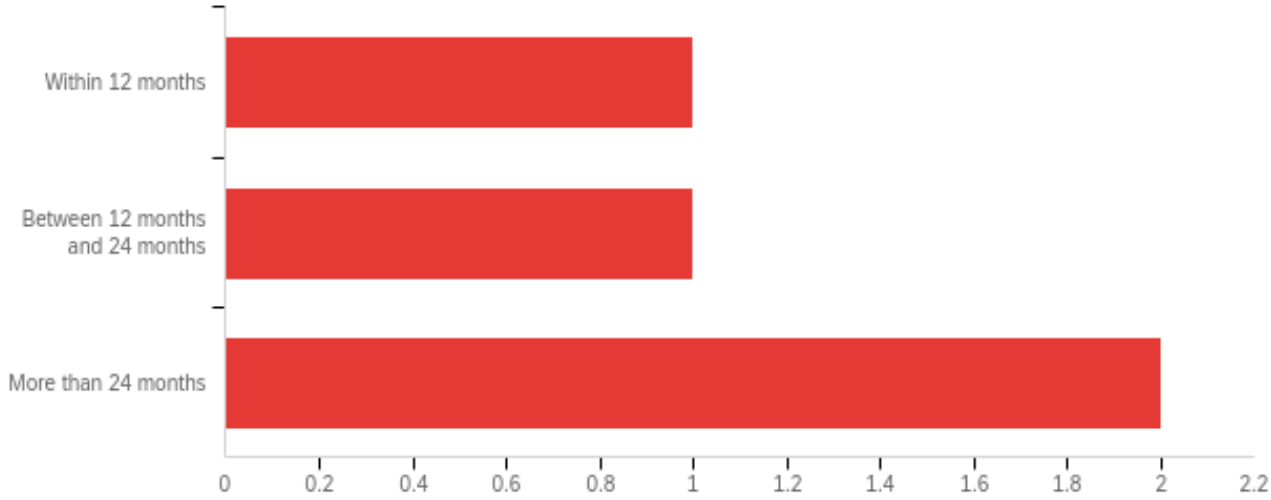
Q13 - Do you intend to take a Pilot License?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Do you intend to take a Pilot License?	1.00	3.00	1.80	0.75	0.56	5

#	Answer	%	Count
1	Maybe	40.00%	2
2	Yes	40.00%	2
3	No	20.00%	1
	Total	100%	5

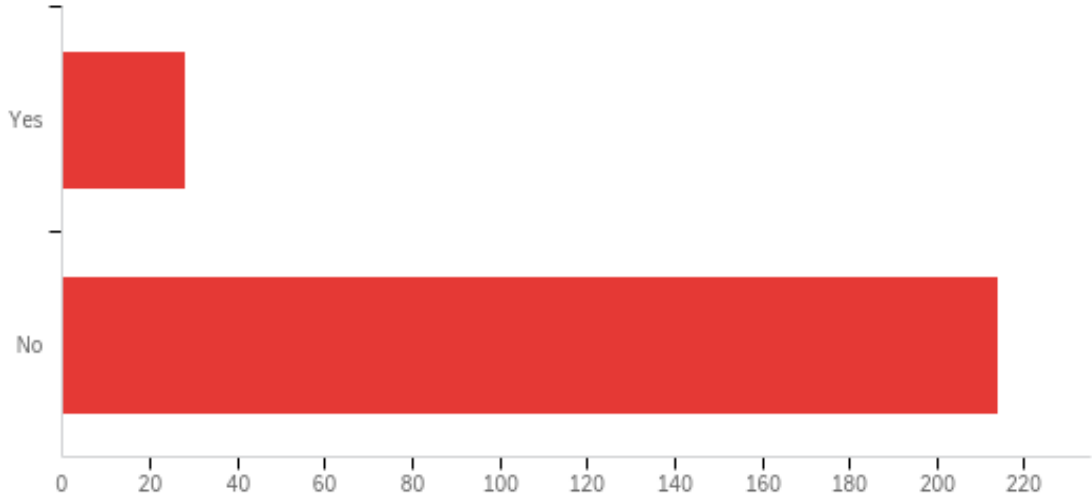
Q14 - What is the timeframe?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is the timeframe?	1.00	5.00	3.75	1.64	2.69	4

#	Answer	%	Count
1	Within 12 months	25.00%	1
4	Between 12 months and 24 months	25.00%	1
5	More than 24 months	50.00%	2
	Total	100%	4

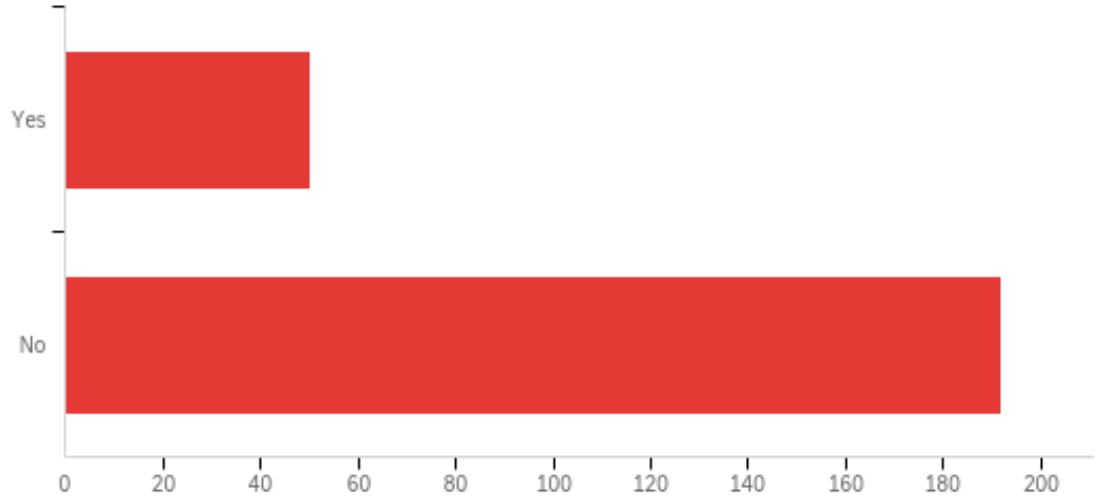
Q15 - Are any of your household members a Pilot, beside you?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Are any of your household members a Pilot, beside you?	2.00	3.00	2.88	0.32	0.10	242

#	Answer	%	Count
2	Yes	11.57%	28
3	No	88.43%	214
	Total	100%	242

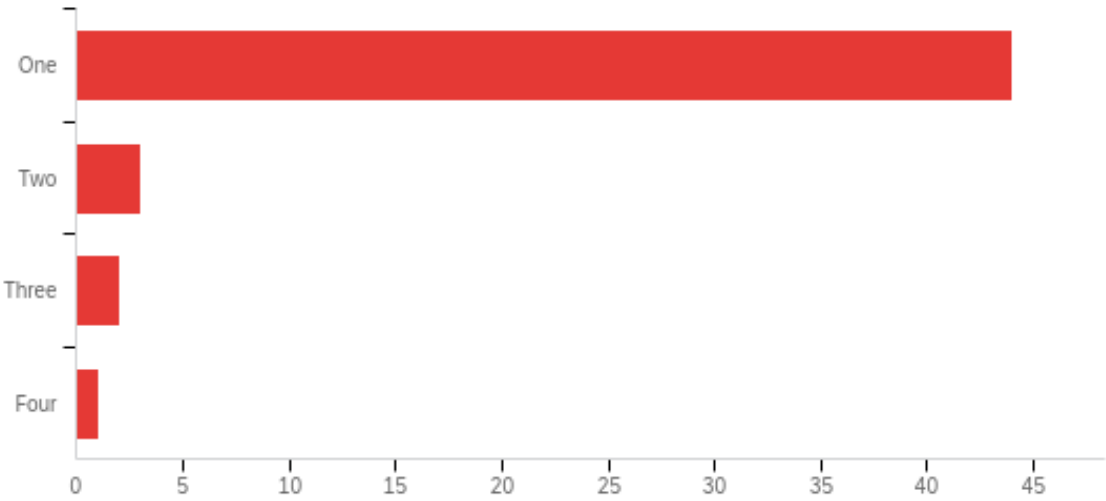
Q17 - Do you have your own aircraft?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Do you have your own aircraft?	1.00	2.00	1.79	0.40	0.16	242

#	Answer	%	Count
1	Yes	20.66%	50
2	No	79.34%	192
	Total	100%	242

Q18 - How many aircraft do you own?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How many aircraft do you own?	4.00	7.00	4.20	0.60	0.36	50

#	Answer	%	Count
4	One	88.00%	44
5	Two	6.00%	3
6	Three	4.00%	2
7	Four	2.00%	1
	Total	100%	50

Q19 - Which is your aircraft Model?

Which is your aircraft Model?
Skyranger
Ultralight
Magni Gyro M-16
FK9 ULM
Dynamic WT9 RG Single engine
SKY RANGER
Cn172
Flamingo
Samba XXL
Pipistrel Sinus
TL STING 2000
WT9
Skyranger
QuickSilver
WT9 Dynamic
Ulm
WT9
STING TL 2000
PIperSport
Skyranger 912uls
S
Sportcruiser
Best Off - Skyranger Swift
Avionav rally 105
WT9
BRM LAND AFRICA
QuickSilver

Tecnam
Vans RV6A
Storch
Sonex
E230
FDCT
Land Africa
evektor
Skyranger Nynja (Ultralight)
socata rallye
PA-18-95
Ultravia pelican
Tecnam P2002
TB20
Lancair 360
Bonanza V35B
Acrosport II
Skyranger
Shark ultralight
Cessna 140
C172
WT-9 Dynamic
Twin engine

Q20 - Which is your 2nd aircraft Model?

Which is your 2nd aircraft Model?
Quicksilvel
QuickSilver
Mooney M20J

ULAC

Tiger Moth DH82A

LandAfrica ultralight

Q21 - Which is your 3rd aircraft Model?

Which is your 3rd aircraft Model?

SkyRanger

Mentor T-34B

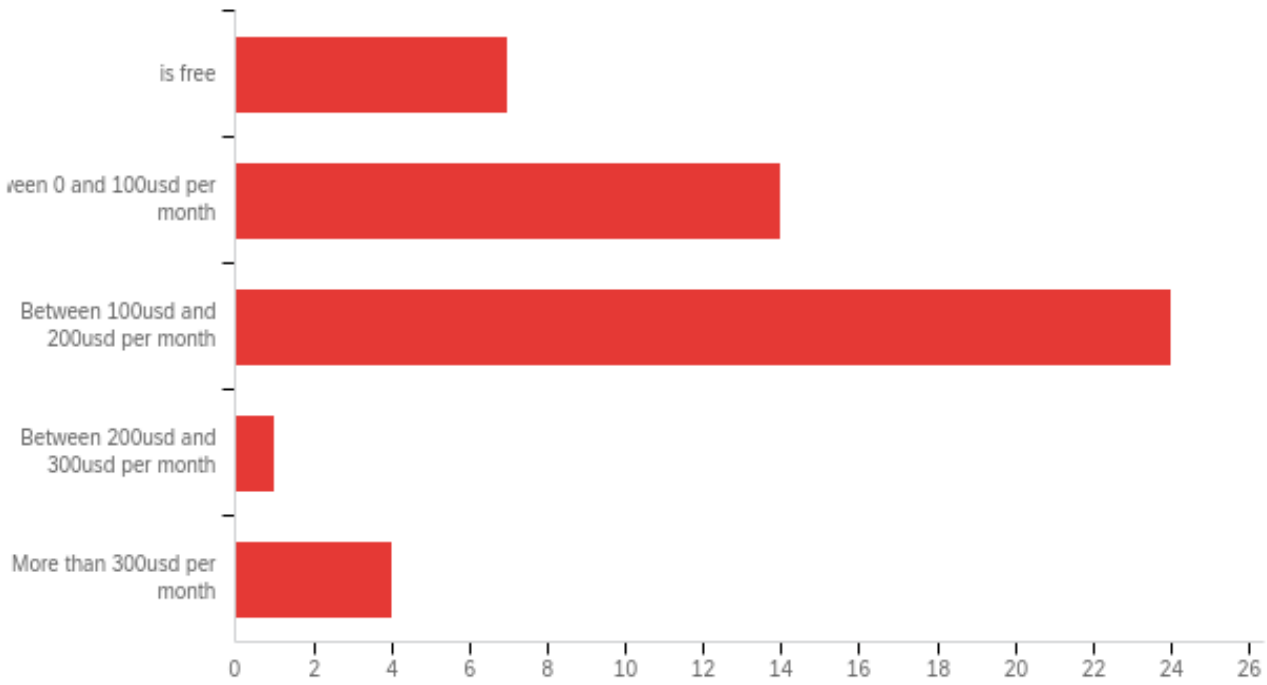
LandAfrica ultralight

Q22 - Which is your 4rd aircraft Model?

Which is your 4rd aircraft Model?

Evector Eurostar

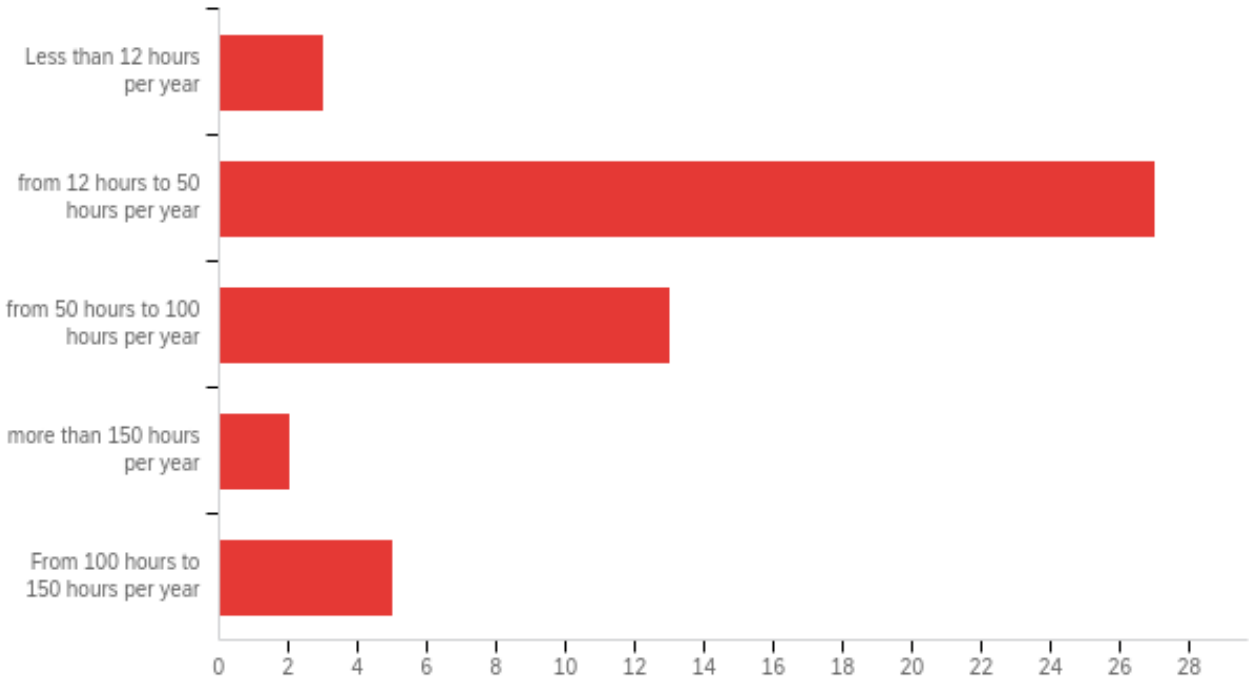
Q23 - What is the approximate value of current hangarage



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is the approximate value of current hangarage	1.00	5.00	2.62	1.02	1.04	50

#	Answer	%	Count
1	is free	14.00%	7
2	Between 0 and 100usd per month	28.00%	14
3	Between 100usd and 200usd per month	48.00%	24
4	Between 200usd and 300usd per month	2.00%	1
5	More than 300usd per month	8.00%	4
	Total	100%	50

Q24 - What is the annual number of flight hours you fly on your own aircraft(s)?

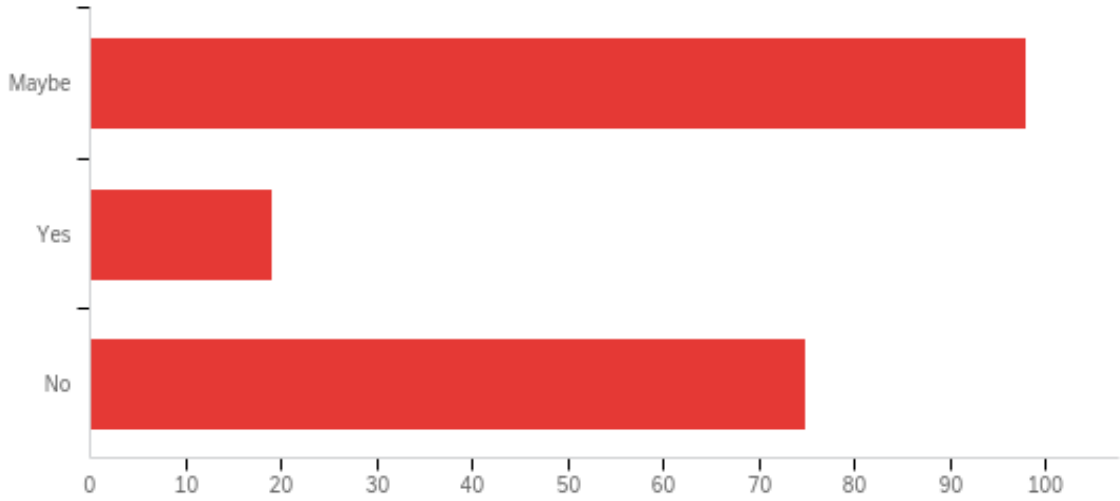


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is the annual number of flight hours you fly on your own aircraft(s)?	4.00	8.00	5.58	1.02	1.04	50

#	Answer	%	Count
4	Less than 12 hours per year	6.00%	3
5	from 12 hours to 50 hours per year	54.00%	27
6	from 50 hours to 100 hours per year	26.00%	13
7	more than 150 hours per year	4.00%	2

8	From 100 hours to 150 hours per year	10.00%	5
	Total	100%	50

Q25 - If you do not own an aircraft, do you intend to buy one in the future?



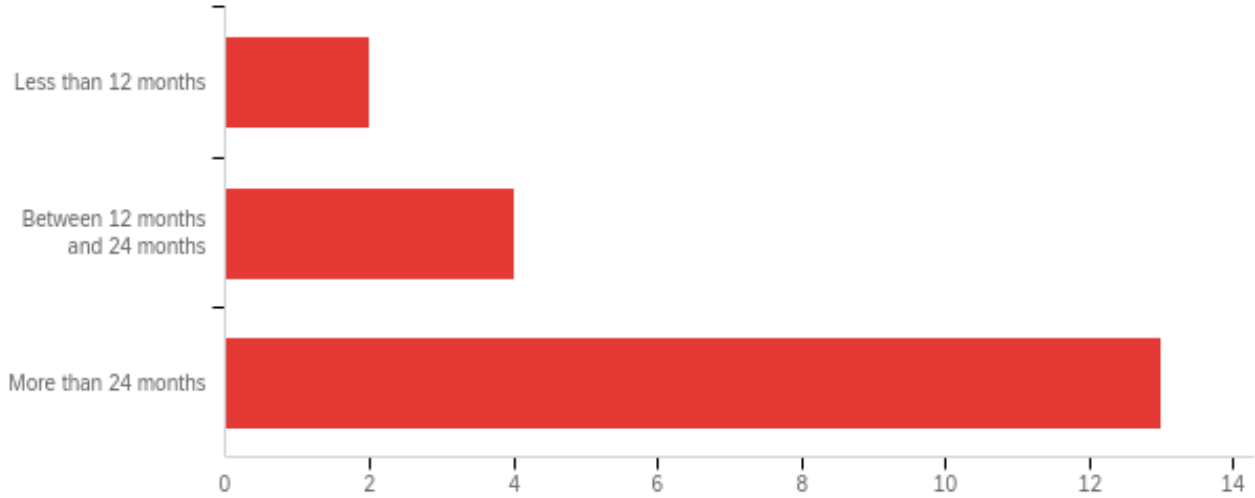
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	If you do not own an aircraft, do you intend to buy one in the future?	1.00	3.00	1.88	0.94	0.89	192

#	Answer	%	Count
1	Maybe	51.04%	98
2	Yes	9.90%	19
3	No	39.06%	75
	Total	100%	192

Q26 - Which aircraft do you intend to purchase?

Which aircraft do you intend to purchase?
Ultralight single engine prop
Land Africa (UL) ou Citius (UL)
ULM
Cessna 172 Reims Rocket
C-152 | DA42
pilatus pc24
C182
C172 or PA28
C172 or Piper Cherokee
Beechcraft 76 "Duchess"
PA28
high performance SEP
Cessna
WT9
ULM
C140
Jabiru
Piper cub

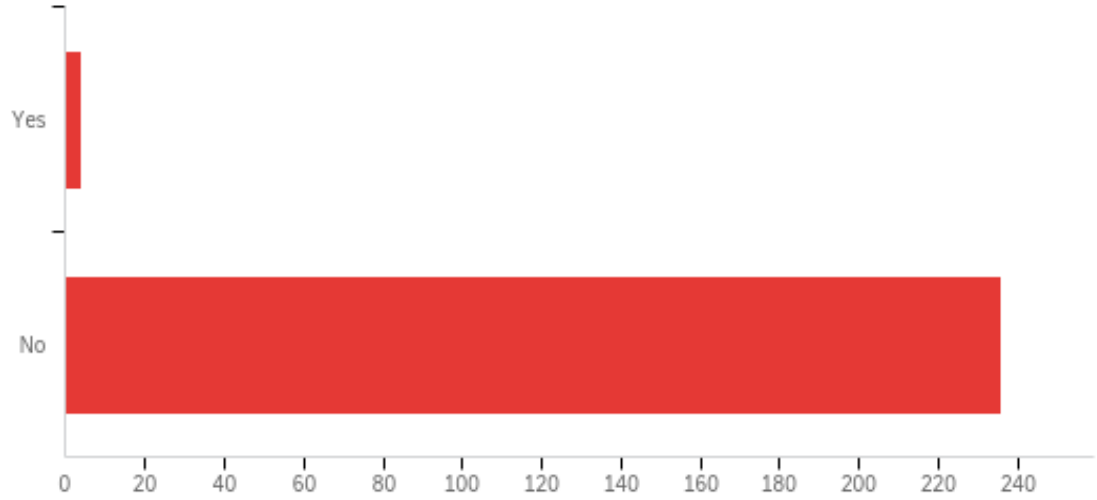
Q27 - 18. What is the estimated timeframe for your acquisition?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	18. What is the estimated timeframe for your acquisition?	1.00	5.00	4.37	1.22	1.50	19

#	Answer	%	Count
1	Less than 12 months	10.53%	2
4	Between 12 months and 24 months	21.05%	4
5	More than 24 months	68.42%	13
	Total	100%	19

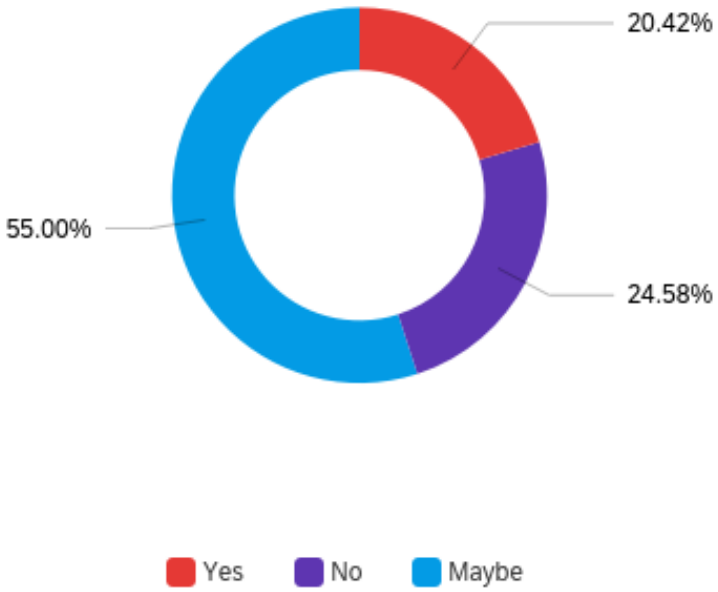
Q29 - 19. Do you have a house in an airpark abroad?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	19. Do you have a house in an airpark abroad?	2.00	3.00	2.98	0.13	0.02	240

#	Answer	%	Count
2	Yes	1.67%	4
3	No	98.33%	236
	Total	100%	240

Q30 - Are you interested in having a house in an airpark in Portugal

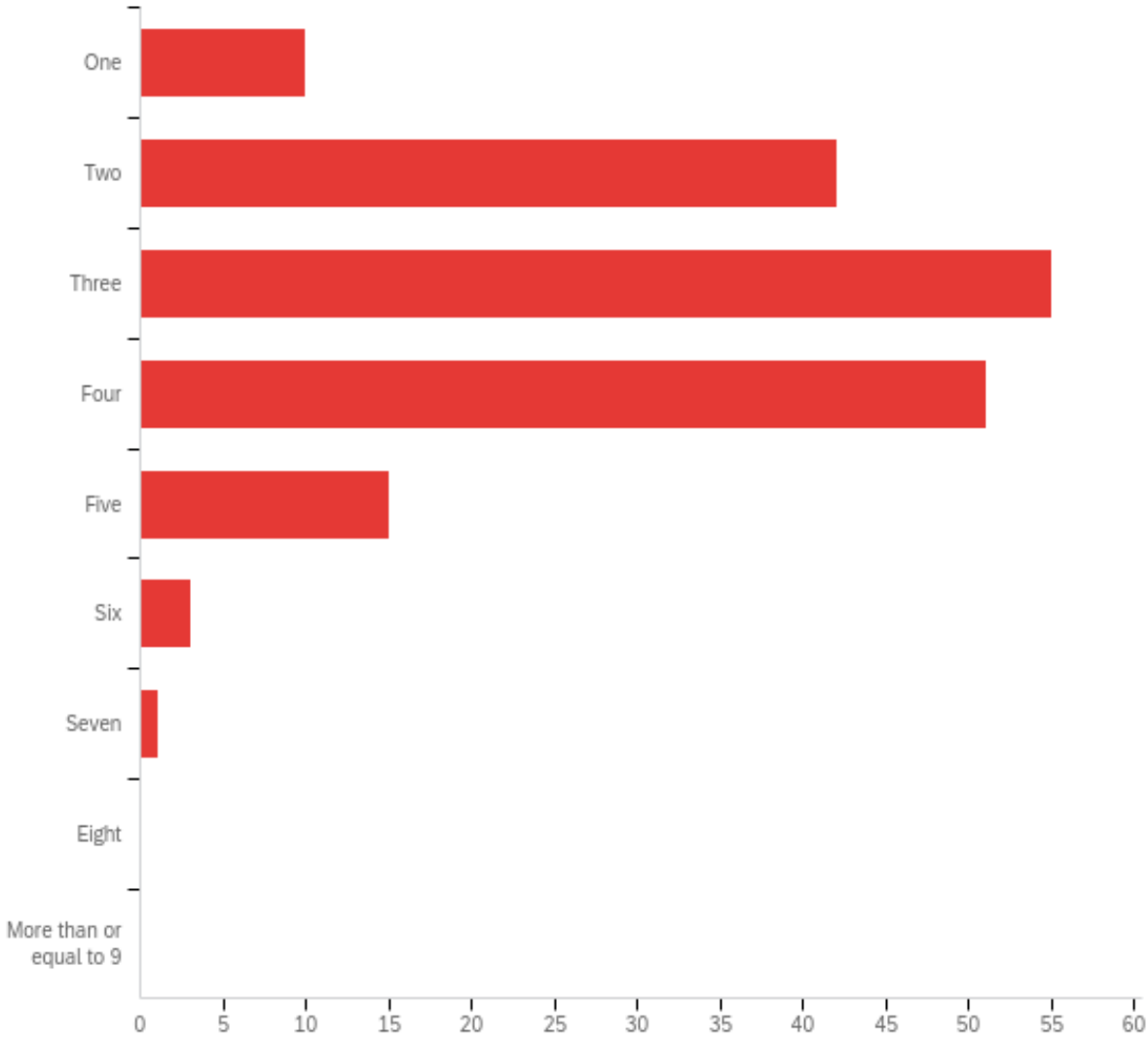


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Are you interested in having a house in an airpark in Portugal	1.00	3.00	2.35	0.80	0.63	240

#	Answer	%	Count
1	Yes	20.42%	49
2	No	24.58%	59
3	Maybe	55.00%	132

	Total	100%	240

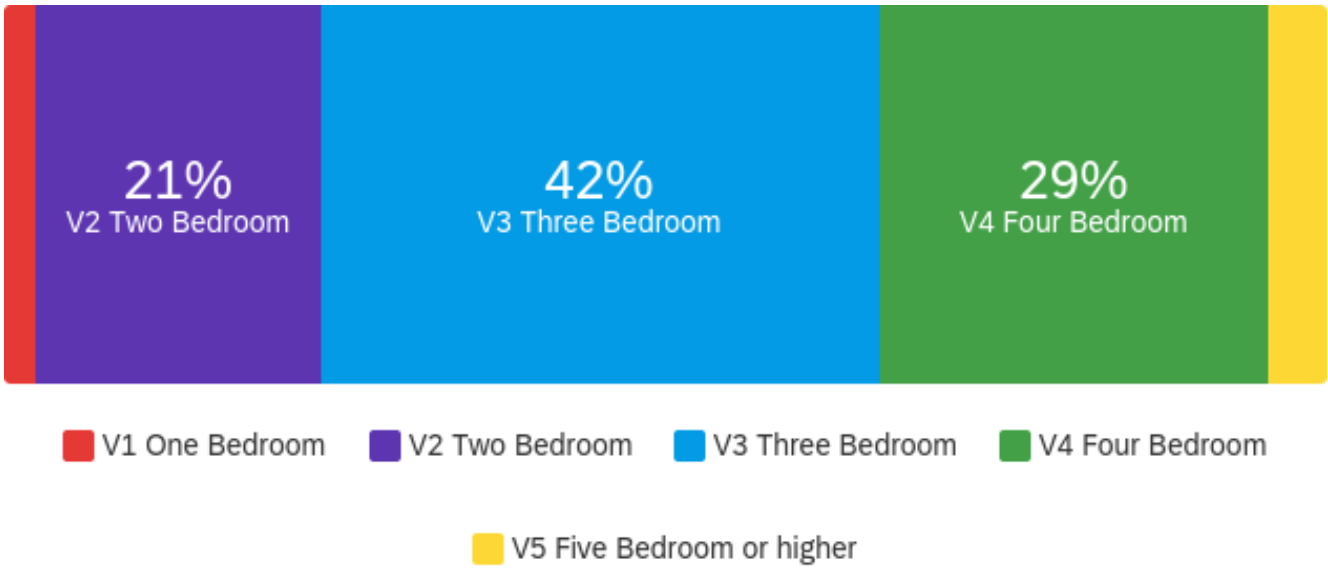
Q31 - How many people are in your household



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How many people are in your household	4.00	10.00	6.18	1.14	1.30	177

#	Answer	%	Count
4	One	5.65%	10
5	Two	23.73%	42
6	Three	31.07%	55
7	Four	28.81%	51
8	Five	8.47%	15
9	Six	1.69%	3
10	Seven	0.56%	1
11	Eight	0.00%	0
12	More than or equal to 9	0.00%	0
	Total	100%	177

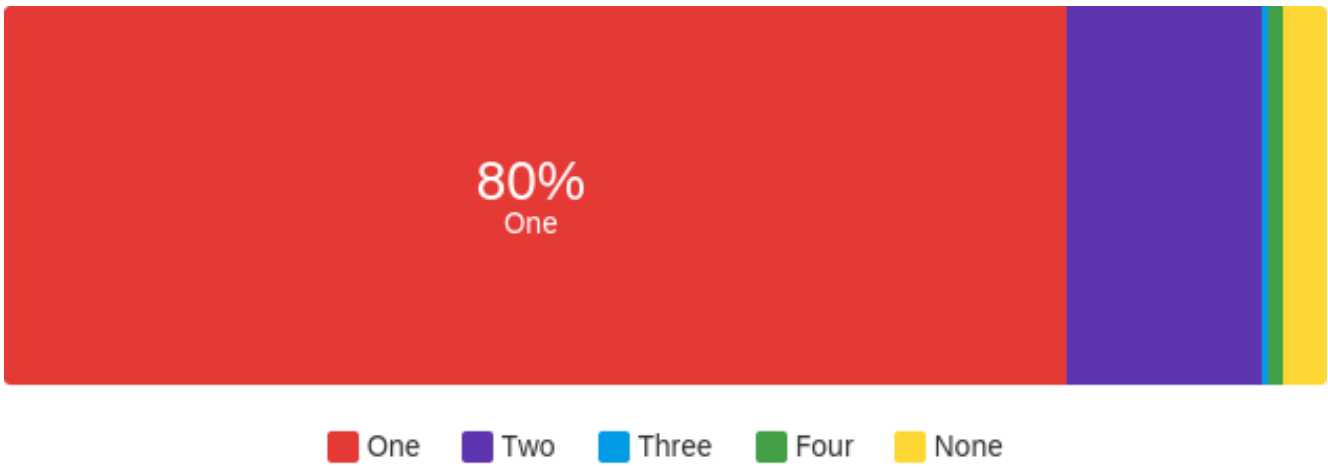
Q32 - What type of house would be ideal for you in an airpark?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What type of house would be ideal for you in an airpark?	1.00	9.00	7.03	1.23	1.50	177

#	Answer	%	Count
1	V1 One Bedroom	2.26%	4
6	V2 Two Bedroom	21.47%	38
7	V3 Three Bedroom	42.37%	75
8	V4 Four Bedroom	29.38%	52
9	V5 Five Bedroom or higher	4.52%	8
	Total	100%	177

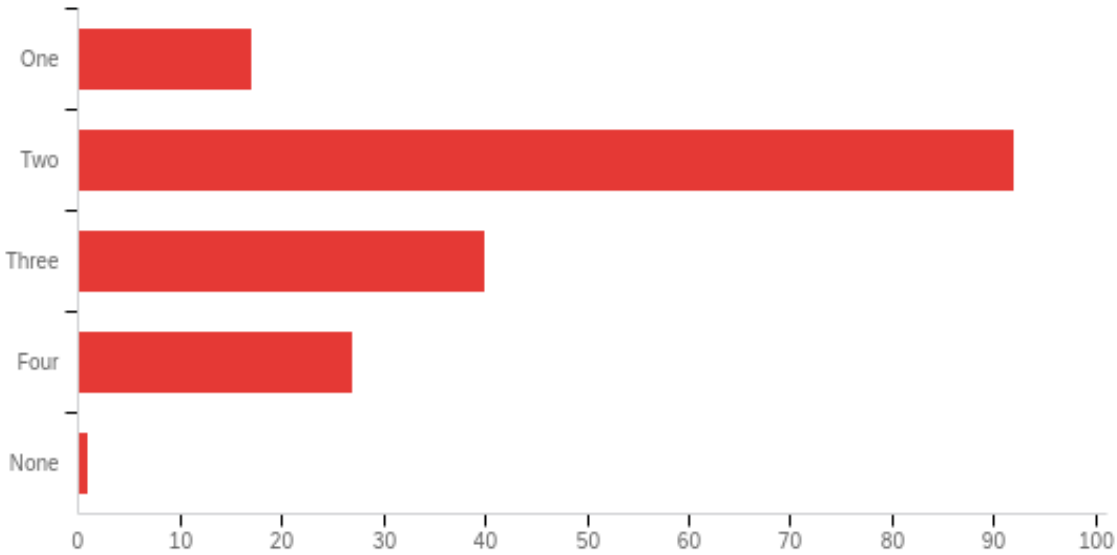
Q33 - How many aircraft would you like to park in the Hangar-House?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How many aircraft would you like to park in the Hangar-House?	4.00	9.00	4.36	0.99	0.99	177

#	Answer	%	Count
4	One	80.23%	142
5	Two	14.69%	26
6	Three	0.56%	1
7	Four	1.13%	2
9	None	3.39%	6
	Total	100%	177

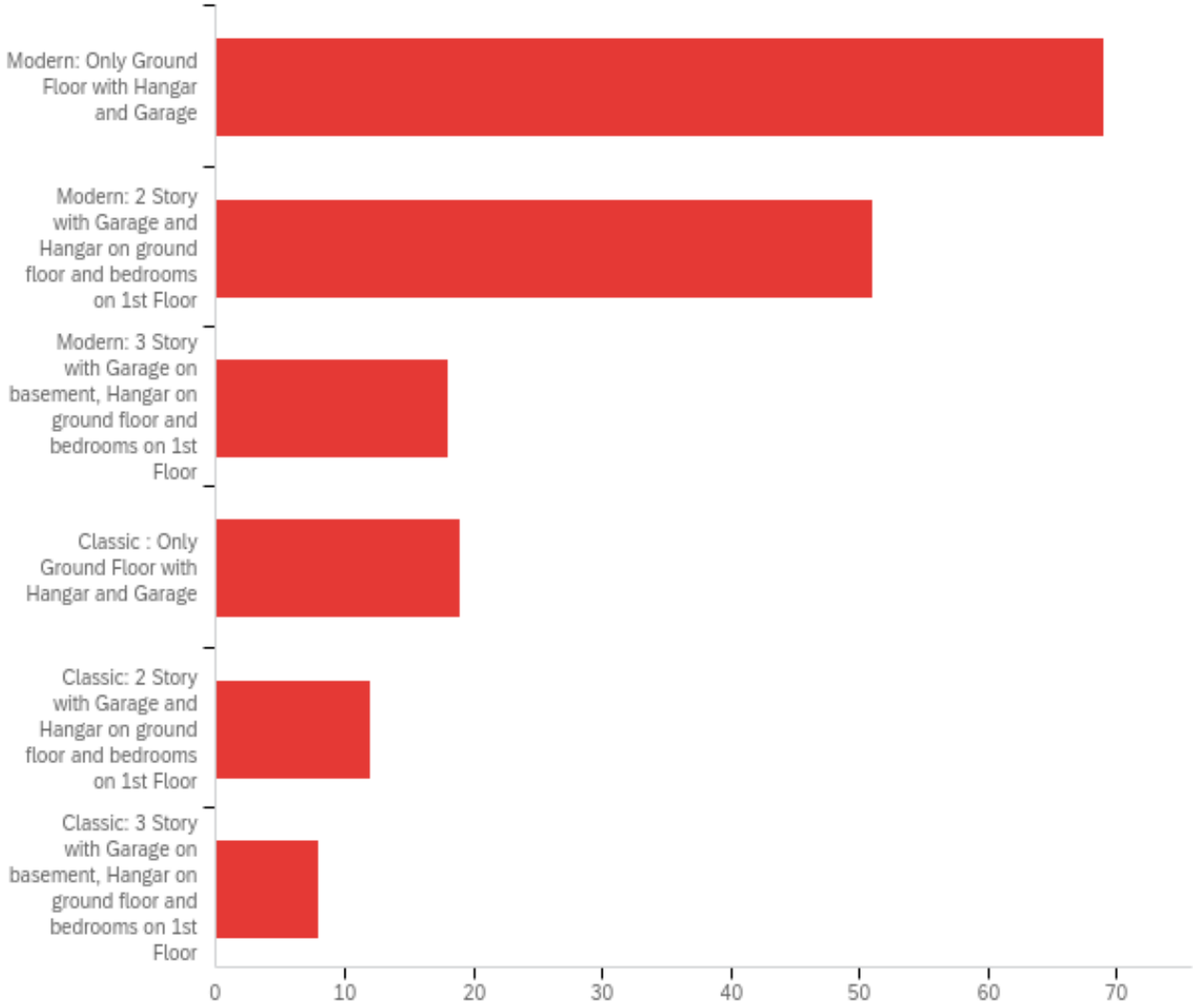
Q34 - How many cars would you like to park in the garage of your Airpark House?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	How many cars would you like to park in the garage of your Airpark House?	4.00	8.00	5.45	0.88	0.78	177

#	Answer	%	Count
4	One	9.60%	17
5	Two	51.98%	92
6	Three	22.60%	40
7	Four	15.25%	27
8	None	0.56%	1
	Total	100%	177

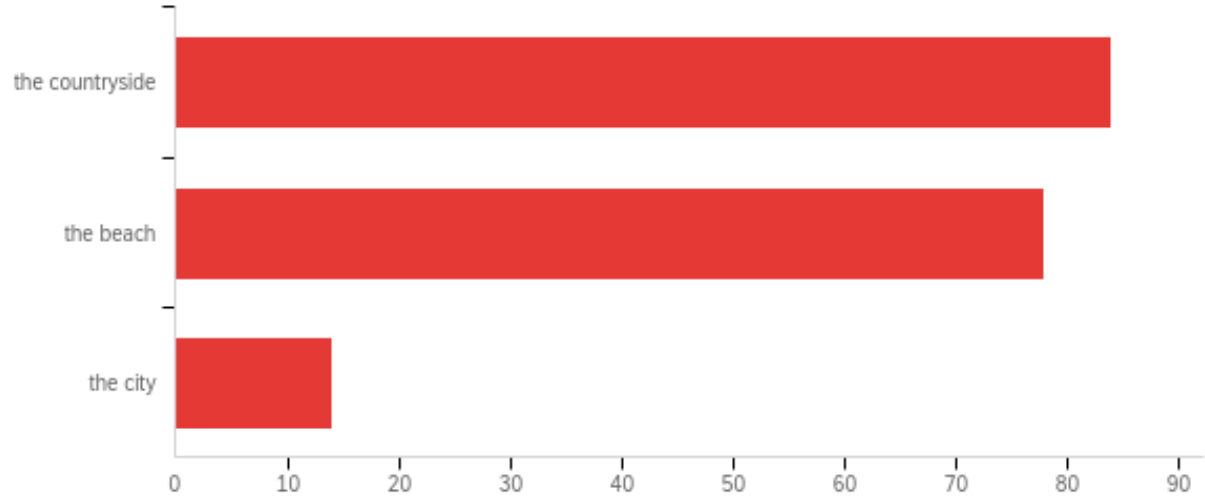
Q35 - What is your preference House Style in the Residential Airpark?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your preference House Style in the Residential Airpark?	12.00	17.00	13.31	1.47	2.16	177

#	Answer	%	Count
12	Modern: Only Ground Floor with Hangar and Garage	38.98%	69
13	Modern: 2 Story with Garage and Hangar on ground floor and bedrooms on 1st Floor	28.81%	51
14	Modern: 3 Story with Garage on basement, Hangar on ground floor and bedrooms on 1st Floor	10.17%	18
15	Classic : Only Ground Floor with Hangar and Garage	10.73%	19
16	Classic: 2 Story with Garage and Hangar on ground floor and bedrooms on 1st Floor	6.78%	12
17	Classic: 3 Story with Garage on basement, Hangar on ground floor and bedrooms on 1st Floor	4.52%	8
	Total	100%	177

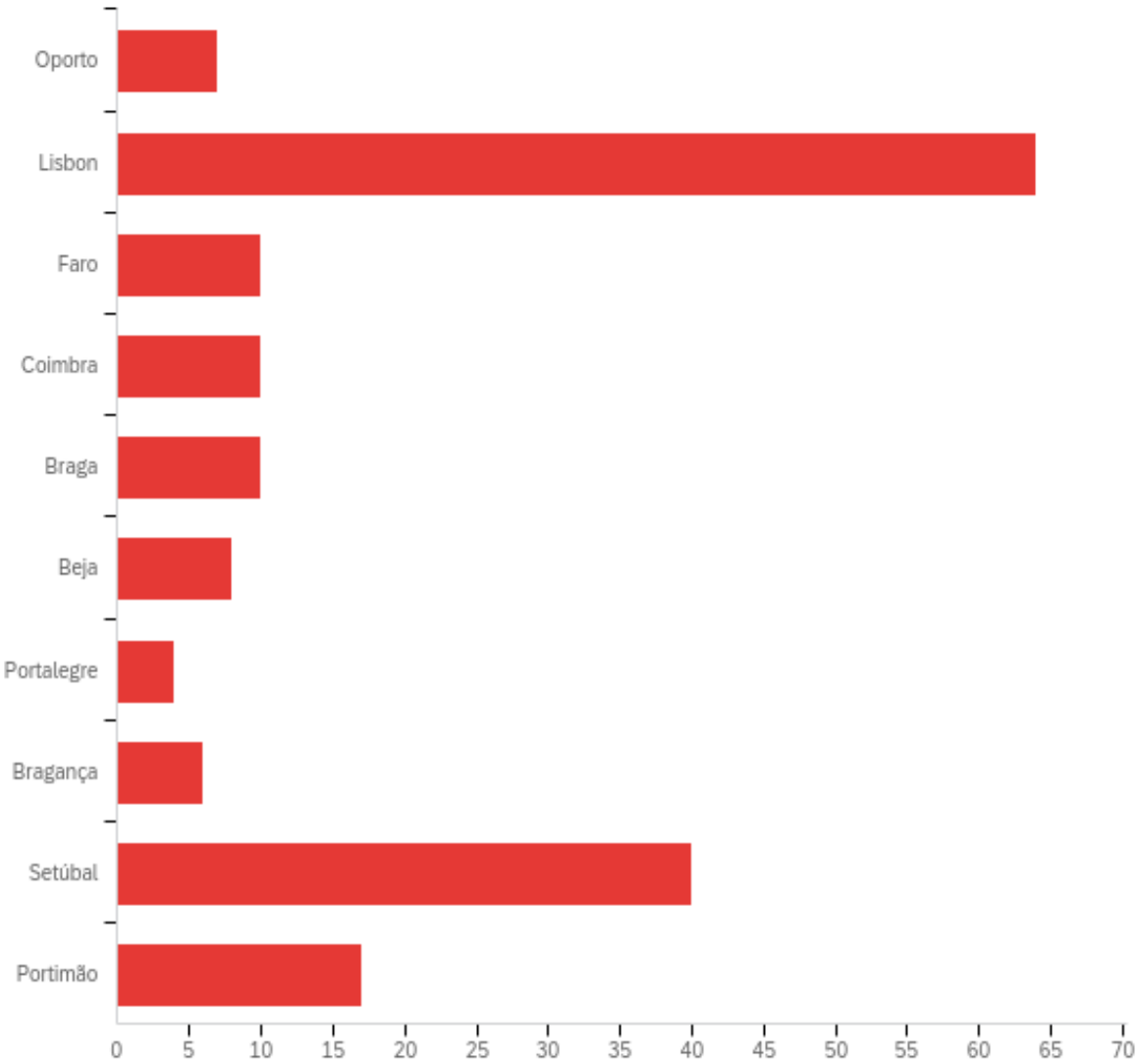
Q37 - The Ideal Aeronautical Park for my family would be nearby:



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	The Ideal Aeronautical Park for my family would be nearby:	1.00	5.00	2.65	1.60	2.55	176

#	Answer	%	Count
1	the countryside	47.73%	84
4	the beach	44.32%	78
5	the city	7.95%	14
	Total	100%	176

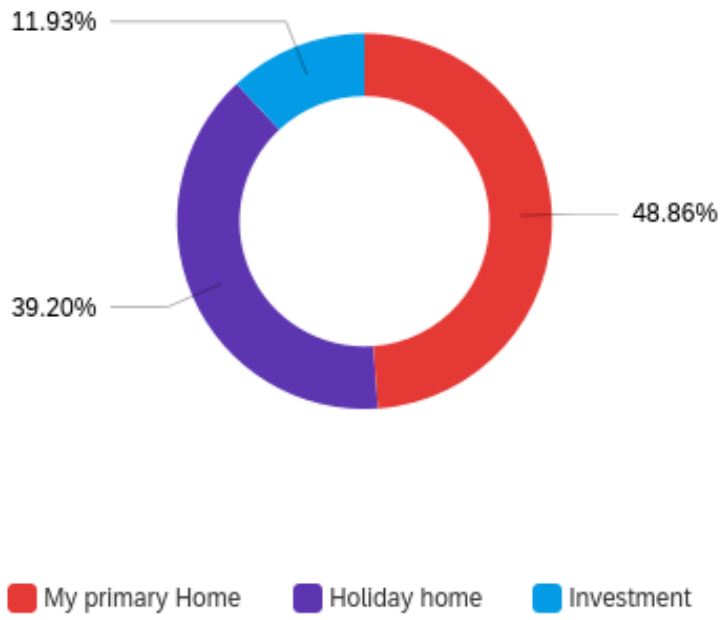
Q38 - Which Portuguese city would you prefer the Residential Airpark to be nearby?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Which Portuguese city would you prefer the Residential Airpark to be nearby?	1.00	18.00	12.85	3.97	15.75	176

#	Answer	%	Count
1	Oporto	3.98%	7
10	Lisbon	36.36%	64
11	Faro	5.68%	10
12	Coimbra	5.68%	10
13	Braga	5.68%	10
14	Beja	4.55%	8
15	Portalegre	2.27%	4
16	Bragança	3.41%	6
17	Setúbal	22.73%	40
18	Portimão	9.66%	17
	Total	100%	176

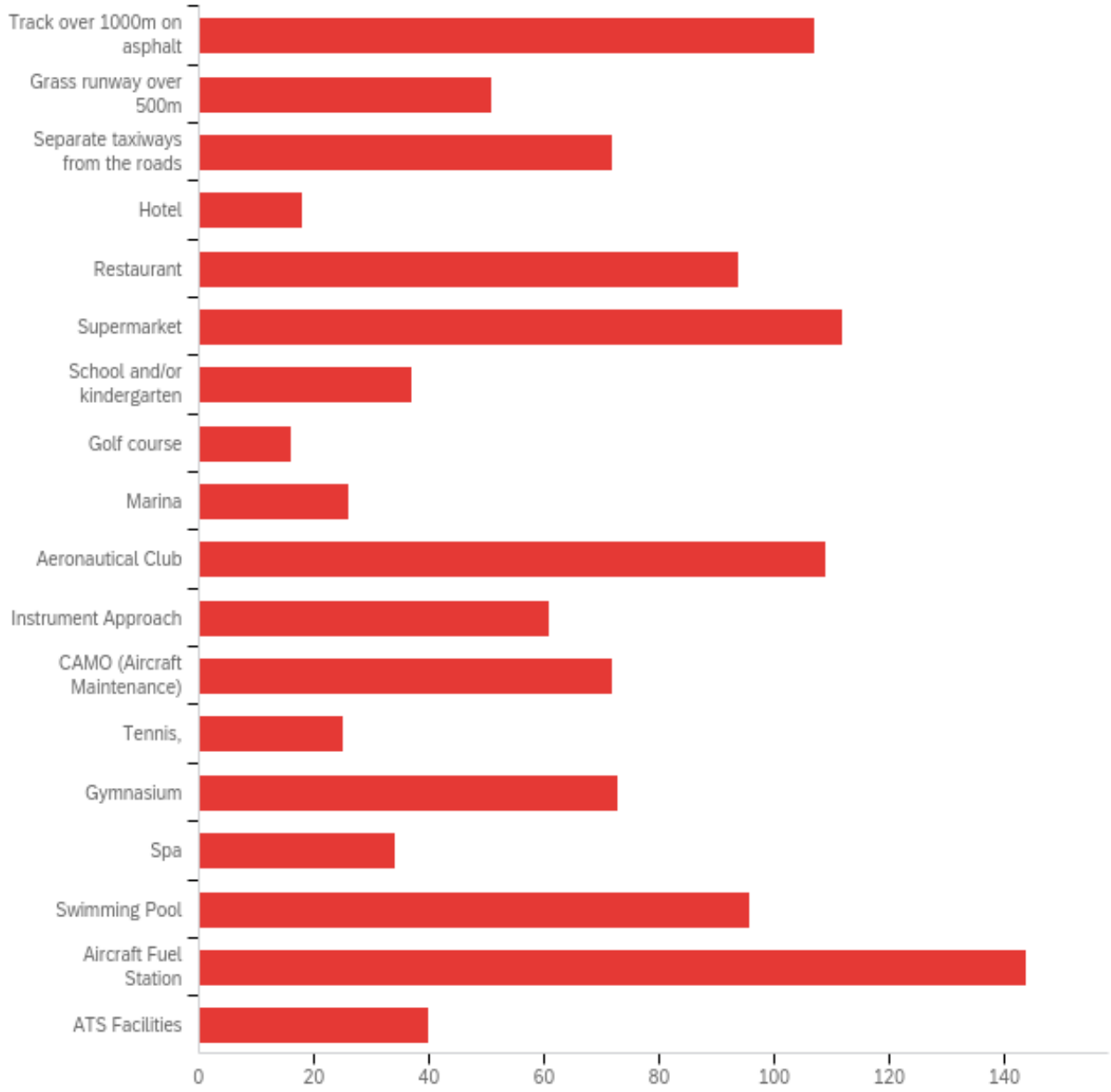
Q39 - My house in Aeronautical Park will be:



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	My house in Aeronautical Park will be:	1.00	5.00	2.65	1.64	2.70	176

#	Answer	%	Count
1	My primary Home	48.86%	86
4	Holiday home	39.20%	69
5	Investment	11.93%	21
	Total	100%	176

Q41 - For you it is important that the Residential Airpark has



#	Answer	%	Count
553	Track over 1000m on asphalt	9.01%	107
584	Grass runway over 500m	4.30%	51
585	Separate taxiways from the roads	6.07%	72
586	Hotel	1.52%	18
587	Restaurant	7.92%	94
588	Supermarket	9.44%	112

589	School and/or kindergarten	3.12%	37
590	Golf course	1.35%	16
591	Marina	2.19%	26
592	Aeronautical Club	9.18%	109
593	Instrument Approach	5.14%	61
594	CAMO (Aircraft Maintenance)	6.07%	72
595	Tennis,	2.11%	25
596	Gymnasium	6.15%	73
597	Spa	2.86%	34
598	Swimming Pool	8.09%	96
600	Aircraft Fuel Station	12.13%	144
601	ATS Facilities	3.37%	40
	Total	100%	1187

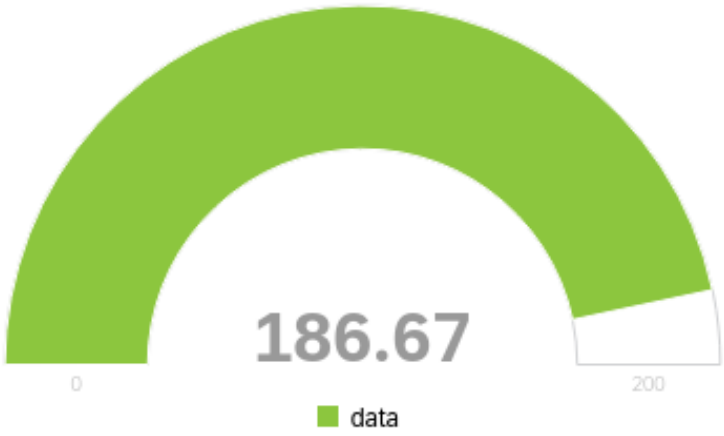
Q43 - What is the maximum Investment that you would be willing to invest in Residential Airpark Lot

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Value	0.00	1000000.00	388081.40	194892.14	37982946863.17	172

Q44 - What is the maximum Investment that you would be willing to invest in Residential Airpark House (Excluding Lot investment)

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Value	0.00	2000000.00	747093.02	415880.59	172956665765.28	172

Q45 - What is the maximum acceptable fee that you would be willing to pay for the compound maintenance.



Appendix R – PRA Portugal Residencial Airpark Architecture Project

The architectural design was made using the professional software Archicad, in 3D, here below are shown some photomontages of the project, implemented in option 1 (Albufeira Lagoon).

Appendix R-PRA Portugal Residencial Airpark Architecture Project



Figure 79- Townhouse Cul-de-Sac

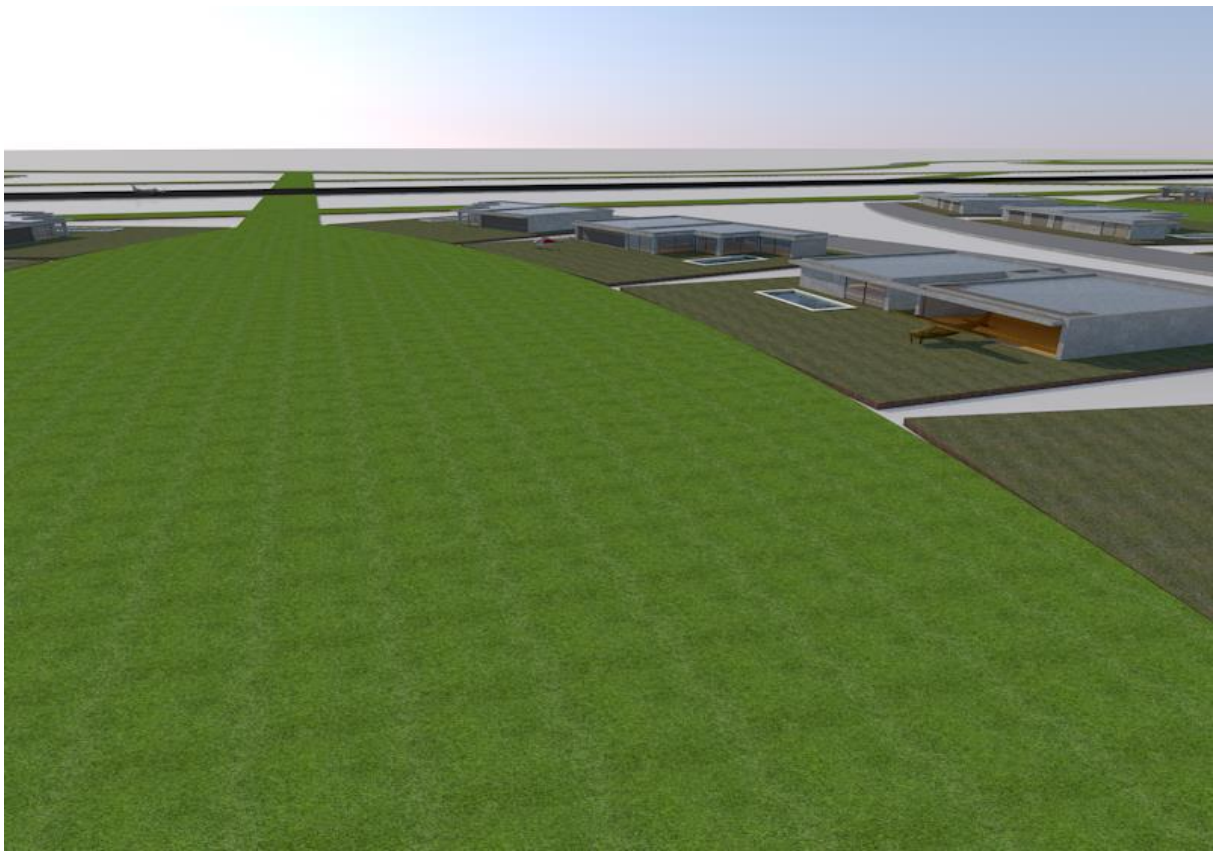


Figure 80-Hotel Cabanas Aeroplane Drive-In



Figure 81-PRA Aerial Implementation

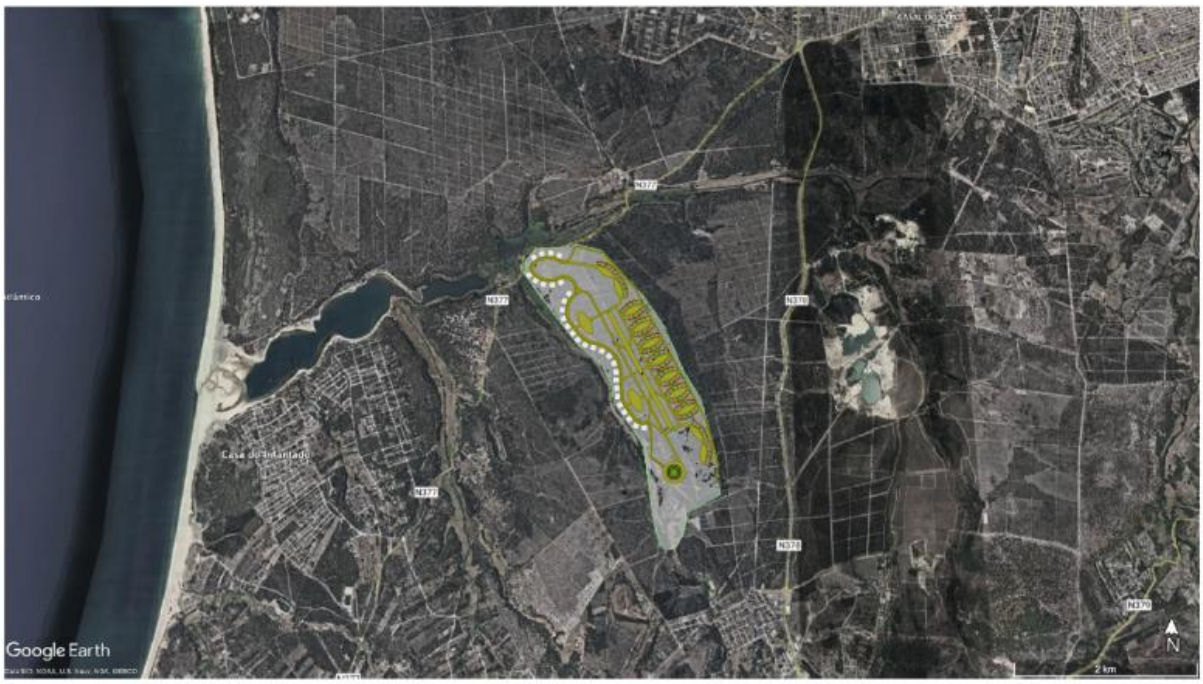


Figure 82-Townhouse project A and B template



Figure 83-Townhouse Cul-de-Sac Project



Figure 84-PRA South Airpark blueprint

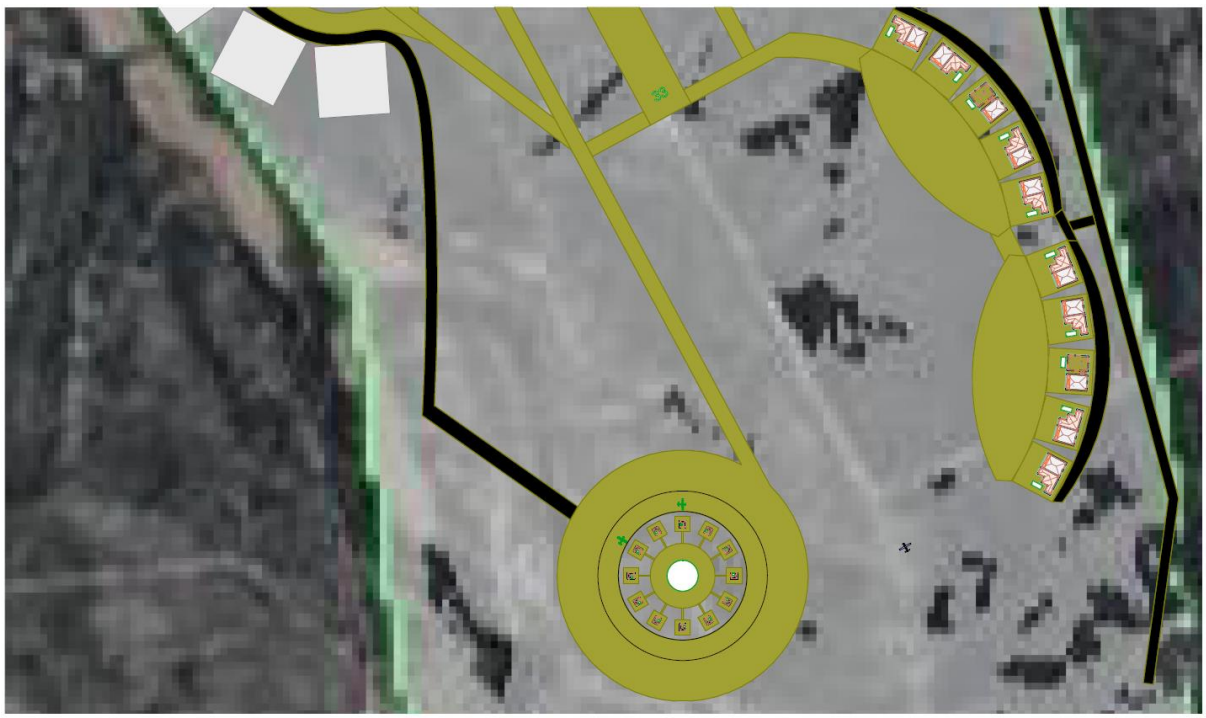


Figure 85-Hotel Cabanas project

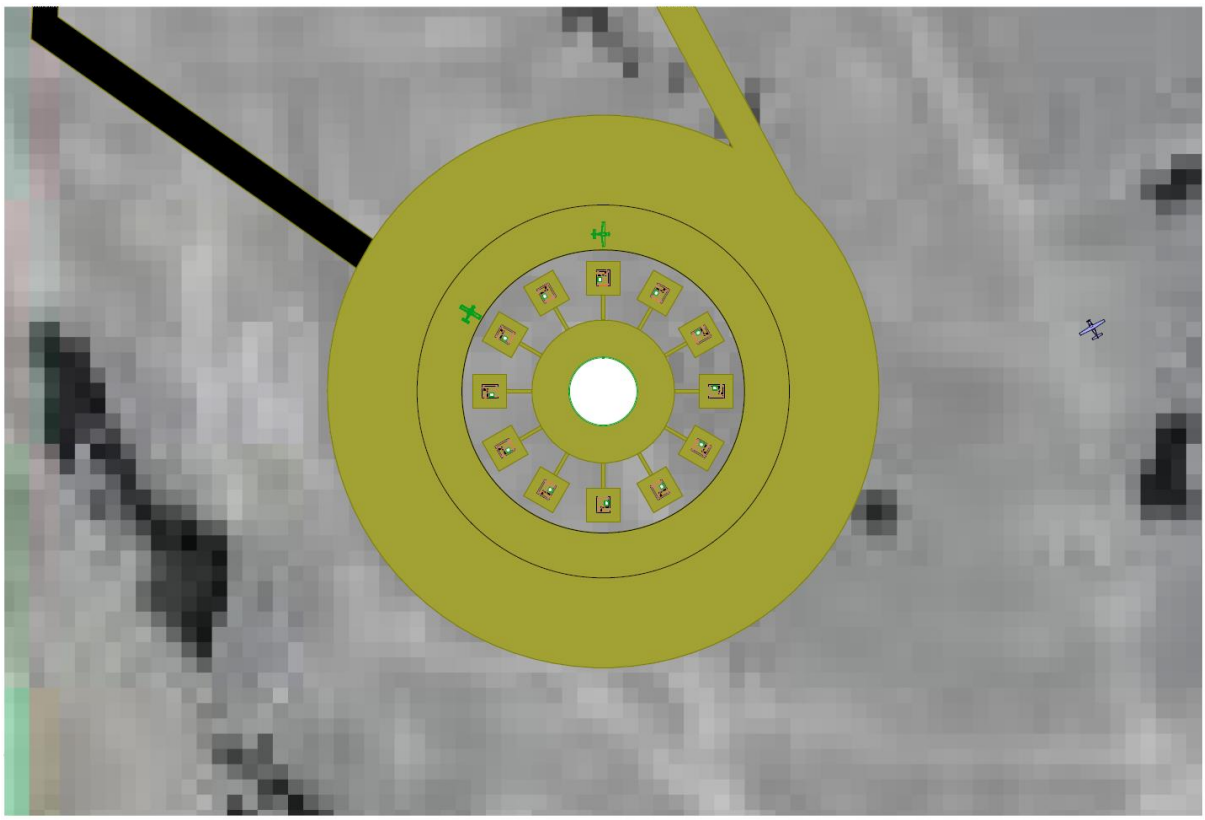
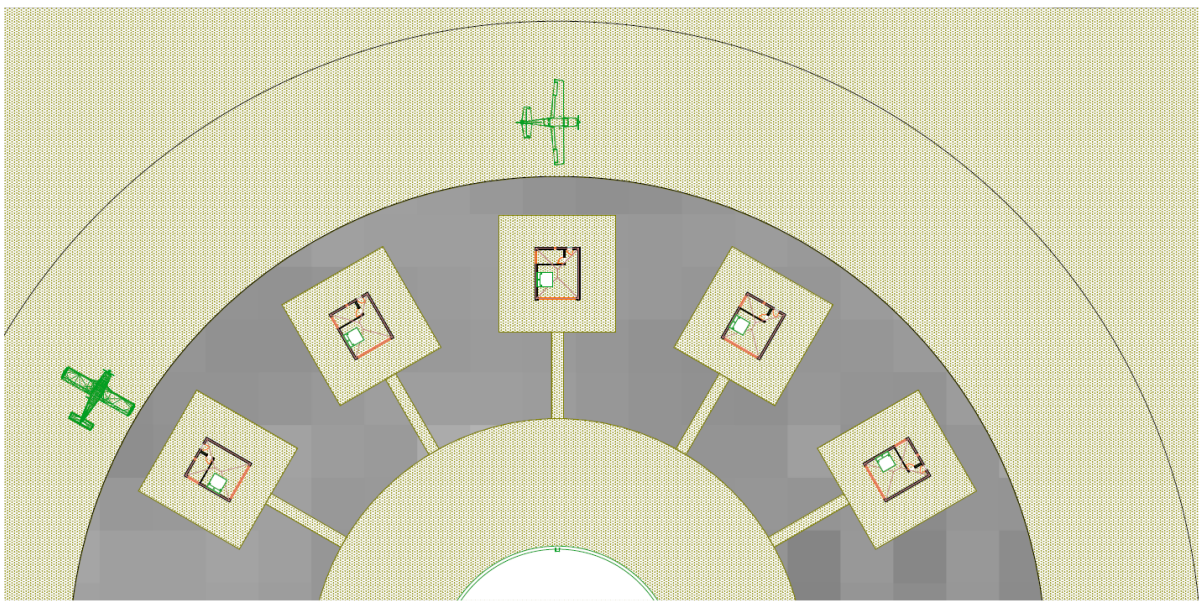
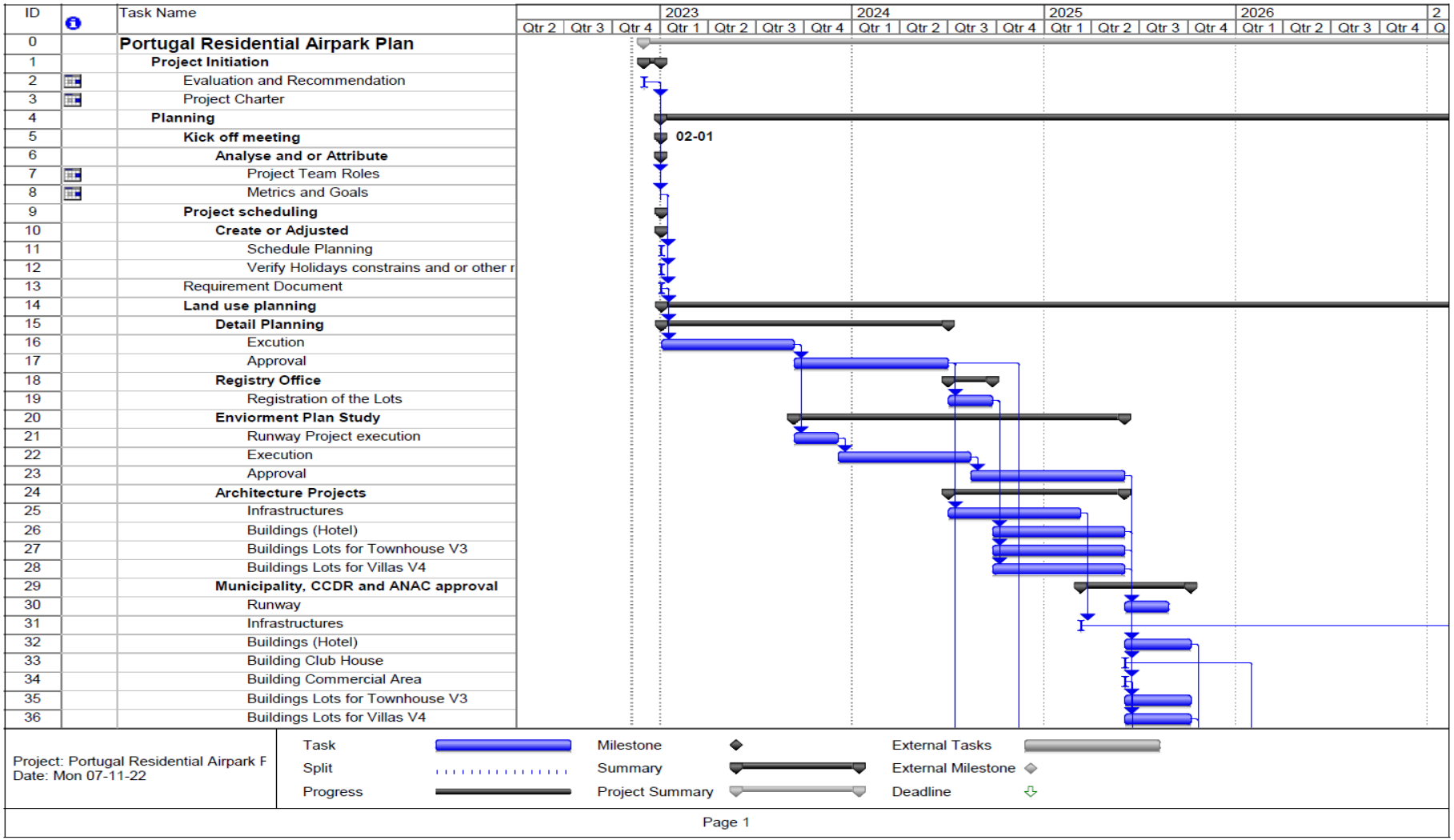


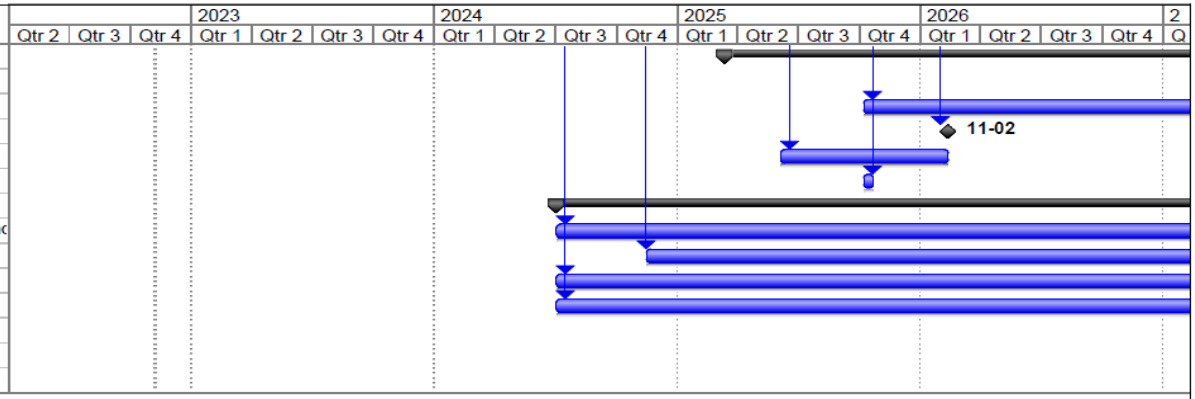
Figure 86-Hotel Cabanas Detail Project



Appendix S – Investment Plan Timetable



ID	Task Name
37	**Execution**
38	Infrastructures
39	Hotel
40	Club House
41	Commercial Area
42	Real Estate Stand
43	**Propriety For Sale**
44	Commercialization of the real estate Lots and
45	Advertise property for Sale
46	Include business plan on sale
47	Demonstrate high reviews as an asset
48	Contingency Reserve
49	**Closing**
50	Handover to Operation



Project: Portugal Residential Airpark F
Date: Mon 07-11-22

Task
Split
Progress
Milestone
Summary
Project Summary
External Tasks
External Milestone
Deadline

Appendix T – Economic and Financial Analysis

Assess the economic viability of the project.

A - Data	
Consider risk-free interest rate 10-year Gov bond yield plus:	2,00%
Risk-free rate Rf = Rgovernment bond + 2%	2,756%
Market risk premium	6,75%
Equity (E)	15,00%
Debt D=80%	75,00%
D/E	5,0000
BL (total risk Beta Leverage)	1,500
BU	0,303
Corporate Tax rate (21% Portugal Tax rate)	21,00%
Price of lots per sqm	300,00 €
Price of 2000 m2	600.000,00 €
Price of 5000 m2	1.500.000,00 €
Price of Townhouses (250m2)	835.000,00 €
Price of Villas (400m2)	1.336.000,00 €
Nº of 2000m2 Lots	90
Nº of 5000m2 Lots	30
Average time to collect accounts receivable	1,0 months
Average time to pay services	2,0 months
Average time to pay other expenses	1,0 months
RU	**5,19%**

German Gov **AAA triple A credit rating**
Bunzs 10year **02-08-2022** **0,7560%**

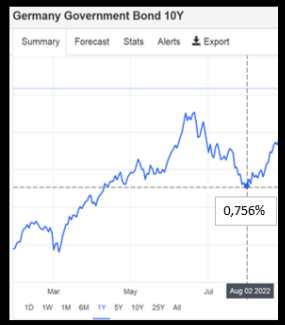
Portugal Default Spreed (Moody's rating Baa2)	1,62%
Historical equity premium US(Damodaran Jan2022 source)	5,13%
Market risk premium for portugal (5,13%+1,62%)	6,75%

BL=BU[1+ (1-T)D/E]

BU=BL/[1+ (1-T)D/E]

Ru=Rf + BU (RM-RF)

stock market risk premium



I -Depreciations 6,75%

	Price	Depreciation rate	Depreciation period (years)	Annual depreciation	Accumulated depreciation	Net book value
Hotel Cabanas + Club house	11.386.000	5%	20	569.300	11.386.000	0
Lots Infractures and Runway	4.655.036	10%	10	465.504	9.310.072	-4.655.036
Townhouse	27.450.000	5%	20	1.372.500	13.725.000	13.725.000
Villas	21.540.000	5%	20	1.077.000	21.540.000	0
Rustic Plot of land	6.510.000	0%	0	0	0	6.510.000
Other Costs	4.052.400	10%	10	405.240	0	4.052.400
Total	75.593.436			3.889.544	55.961.072	-4.655.036
Investment horizon (useful life highest purchase asset "Townhose")		**20 Years**				

II - Income Statement	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Inflation Rate	2.5%	1.05	1.08	1.10	1.13	1.16	1.19	1.22	1.25	1.28	1.31	1.34	1.38	1.41	1.45	1.48	1.52	1.56	1.60	1.64
Hotel Cabanas	0	0	0	0	2,890,522	2,962,785	3,036,854	3,112,776	3,190,595	3,270,360	3,352,119	3,435,922	3,521,820	3,609,866	3,700,112	3,792,615	3,887,430	3,984,616	4,084,231	4,186,337
Club House	0	0	229,943	235,692	483,168	495,247	507,628	520,319	533,327	546,660	560,327	574,335	588,693	603,410	618,496	633,958	649,807	666,052	682,704	699,771
Nº of Lots sold of 2000sqrfm	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0
Lots 2000 sqrfm	0	0	3,420,711	3,506,229	3,593,885	3,683,732	3,775,825	3,870,221	3,966,976	4,066,151	4,167,805	4,272,000	4,378,800	4,488,270	4,600,477	4,715,488	4,833,376	4,954,210	5,078,065	0
Nº of Lots sold of 5000sqrfm	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
Lots 5000 sqrfm	0	0	2,850,593	2,921,858	2,994,904	3,069,777	3,146,521	3,225,184	3,305,814	3,388,459	3,473,171	3,560,000	3,649,000	3,740,225	3,833,730	3,929,574	4,027,813	4,128,508	4,231,721	0
Nº of Townhouse sold	0	0	0	3	5	5	6	6	6	5	5	5	5	5	6	6	6	6	6	4
Townhouse	0	0	0	2,765,051	4,723,629	4,841,720	5,955,316	6,104,199	6,256,803	5,344,353	5,477,962	5,614,911	5,755,284	5,899,166	7,255,974	7,437,373	7,623,307	7,813,890	8,009,237	5,472,979
Nº of Villas Sold	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	4
Villas	0	0	0	0	1,511,561	3,098,701	3,176,168	3,255,573	3,336,962	3,420,386	3,505,896	3,593,543	3,683,382	3,775,466	3,869,853	3,966,599	2,032,882	2,083,704	2,135,797	8,756,766
Cost 2000 sqrfm Lots Sale	0	0	533,785	547,130	560,808	574,828	589,199	603,929	619,027	634,503	650,365	666,624	683,290	700,372	717,881	735,828	754,224	773,080	792,407	0
Cost 5000 sqrfm Lots Sale	0	0	444,821	455,941	467,340	479,023	490,999	503,274	515,856	528,752	541,971	555,520	569,408	583,643	598,234	613,190	628,520	644,233	660,339	0
Cost of Townhouse Sale	0	0	0	1,009,989	1,725,398	1,768,532	2,175,295	2,229,677	2,285,419	1,952,129	2,000,932	2,050,955	2,102,229	2,154,785	2,650,386	2,716,645	2,784,561	2,854,175	2,925,530	1,999,112
Cost of Villas Sale	0	0	0	0	812,351	1,665,320	1,706,953	1,749,627	1,793,367	1,838,201	1,884,156	1,931,260	1,979,542	2,029,030	2,079,756	2,131,750	1,092,522	1,119,835	1,147,831	4,706,106
Cost of services	855,601	898,916	4,903,154	4,104,344	4,206,953	554,503	568,366	582,575	597,139	612,068	627,369	643,054	659,130	675,608	692,498	709,811	727,556	745,745	764,389	783,498
Cost of other expenses	0	0	80,767	82,786	84,856	86,977	89,151	91,380	93,665	96,006	98,406	100,867	103,388	105,973	108,622	111,338	114,121	116,974	119,899	122,896
Salaries	100,000	105,063	113,141	124,886	247,093	372,612	501,609	634,262	770,754	911,281	1,056,046	1,205,265	1,359,162	1,517,975	1,681,952	1,851,355	2,026,459	2,207,552	2,394,937	2,588,933
EBITDA	**-955,601**	**-1,003,978**	**425,580**	**3,103,754**	**5,202,349**	**9,687,381**	**10,439,887**	**10,580,772**	**10,724,656**	**10,193,069**	**10,325,913**	**10,461,243**	**10,599,008**	**10,739,150**	**11,649,199**	**11,813,074**	**11,039,221**	**11,184,770**	**11,332,193**	**4,728,970**
Annual depreciation	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544	3,889,544
EBIT	**-4,845,145**	**-4,893,522**	**-3,463,964**	**-785,790**	**1,312,806**	**5,797,837**	**6,550,343**	**6,691,229**	**6,835,112**	**6,303,526**	**6,436,369**	**6,571,699**	**6,709,465**	**6,849,606**	**7,759,655**	**7,923,531**	**7,149,678**	**7,295,227**	**7,442,650**	**839,427**
Corporate Tax Rate (T=21%)	0	0	0	0	275,689	1,217,546	1,375,572	1,405,158	1,435,374	1,323,740	1,351,638	1,380,057	1,408,988	1,438,417	1,629,528	1,663,941	1,501,432	1,531,998	1,562,956	176,280
EBIT(1-T) net operation income	**-4,845,145**	**-4,893,522**	**-3,463,964**	**-785,790**	**1,037,117**	**4,580,292**	**5,174,771**	**5,286,071**	**5,399,739**	**4,979,785**	**5,084,732**	**5,191,643**	**5,300,477**	**5,411,189**	**6,130,127**	**6,259,589**	**5,648,245**	**5,763,229**	**5,879,693**	**663,147**
Operating Cash Flow = EBIT (1-T) + Depreciat	**-955,601**	**-1,003,978**	**425,580**	**3,103,754**	**4,926,660**	**8,469,835**	**9,064,315**	**9,175,614**	**9,289,282**	**8,869,329**	**8,974,275**	**9,081,186**	**9,190,021**	**9,300,732**	**10,019,671**	**10,149,133**	**9,537,789**	**9,652,773**	**9,769,237**	**4,552,691**

III - Working Capital	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	9	10	11	12	13	14	15	16	17	18	19	20
1. Operating financial needs																				
Accounts receivable	0	0	541.771	785.706	1.343.606	1.512.663	1.633.193	1.674.023	1.715.873	1.663.687	1.711.440	1.754.226	1.798.081	1.843.034	1.889.887	2.039.634	1.921.218	1.969.248	2.018.480	1.532.388
2. Operating financial resources																				
Accounts payable (services)	142.600	149.819	617.192	684.057	701.153	92.417	94.728	97.096	99.523	102.011	104.562	107.176	109.855	112.601	115.416	118.302	121.259	124.291	127.398	130.583
Accounts payable (other expenses)	0	0	6.731	6.899	7.071	7.248	7.429	7.615	7.805	8.001	8.201	8.406	8.616	8.831	9.052	9.278	9.510	9.748	9.992	10.241
Working Capital (1.-2.)	**-142.600**	**-149.819**	**-282.152**	**94.780**	**641.576**	**1.412.998**	**1.531.036**	**1.569.312**	**1.608.545**	**1.553.686**	**1.598.678**	**1.638.645**	**1.679.611**	**1.721.601**	**1.865.419**	**1.912.054**	**1.790.449**	**1.835.210**	**1.881.090**	**1.452.163**
Investiment in WC	**-142.600**	**-7.219**	**-132.333**	**376.932**	**546.796**	**771.423**	**118.038**	**38.276**	**39.233**	**-48.859**	**38.992**	**39.967**	**40.966**	**41.990**	**143.817**	**46.635**	**-121.605**	**44.761**	**45.880**	**-428.927**

IV - Cash Flow

	0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	9	10	11	12	13	14	15	16	17	18	19	20
1- Inflows																					
Operating Cash Flow		61.879	23.661	1.153.012	3.268.770	4.926.660	8.469.835	9.064.315	9.175.614	9.289.282	8.869.329	8.974.275	9.081.186	9.190.021	9.300.732	10.019.671	10.149.133	9.537.789	9.652.773	9.769.237	4.552.691
WC Terminal value																					1.452.163
CAPEX Terminal value																					0
Total (1)		61.879	23.661	1.153.012	3.268.770	4.926.660	8.469.835	9.064.315	9.175.614	9.289.282	8.869.329	8.974.275	9.081.186	9.190.021	9.300.732	10.019.671	10.149.133	9.537.789	9.652.773	9.769.237	6.004.854
2 - Outflows																					
CAPEX	75.593.436																				
Investiment in WC		-142.600	-7.219	-132.333	376.932	546.796	771.423	118.038	38.276	39.233	-48.859	38.992	39.967	40.966	41.990	143.817	46.635	-121.605	44.761	45.880	-428.927
Total (2)	75.593.436	-142.600	-7.219	-132.333	376.932	546.796	771.423	118.038	38.276	39.233	-48.859	38.992	39.967	40.966	41.990	143.817	46.635	-121.605	44.761	45.880	-428.927
Cash Flow (1-2)	**-75.593.436**	204.480	30.880	1.285.345	2.891.838	4.379.864	7.698.413	8.946.277	9.137.338	9.250.049	8.918.188	8.935.283	9.041.219	9.149.055	9.258.742	9.875.854	10.102.497	9.659.394	9.608.012	9.723.357	6.433.781

Economic Viability Analysis	
RU	**5,190%**
NPV Criteria:	
NPV (RU)	3.270.601,38
Decision: Invest: NPV>=0	
IRR Criteria	
IRR	5,58%
RU	5,19%
Decision: Invest: IRR>=RU	

Payback Criteria:

Payback	Years																				
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Cash Flow	-75.593.436	204.480	30.880	1.285.345	2.891.838	4.379.864	7.698.413	8.946.277	9.137.338	9.250.049	8.918.188	8.935.283	9.041.219	9.149.055	9.258.742	9.875.854	10.102.497	9.659.394	9.608.012	9.723.357	6.433.781
PV Cash Flow	-75.593.436	194.591	27.908	1.104.927	2.361.989	3.400.874	5.682.731	6.278.042	6.095.756	5.866.484	5.376.953	5.121.464	4.826.503	4.733.288	4.553.484	4.620.431	4.496.188	4.086.877	3.864.570	3.718.004	2.338.761
PV Accumulated Cash Flow	**-75.593.436,16**	**-75.399.045,26**	**-75.371.136,79**	**-74.266.809,58**	**-71.904.820,80**	**-68.503.946,79**	**-62.821.216,07**	**-56.543.173,38**	**-50.447.418,26**	**-44.580.934,35**	**-39.203.978,96**	**-34.082.515,10**	**-29.156.011,81**	**-24.416.714,19**	**-19.857.229,80**	**-15.233.798,35**	**-10.737.611,03**	**-6.650.733,34**	**-2.786.163,83**	**931.840,20**	**3.270.601,38**
Payback occurs							18,3882	years													
Decision: Invest: Payback(= 20 years (Investment horizon)						(= 20 year investment horizon															

Assumed now that 75% of the initial investment (total CAPEX in moment 0) will be financed through one of the following bank loans:

Cost of Debt: RD(1-T)

1. Bank loan A

loan % of capex	0,75	
Principal	56.695.077	
Interest rate bank A Anual Nominal rate Act/365 (Rd) - APR	3,80%	
Maturity	20	Years
Corporate Tax rate	21%	

This loan have the unit of time of the interest rate equal the frequency of compounding, yearly
And so EAR = APR

Debt service schedule

	Years																			
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1- Loan principal beginning of the year (bog)		56.695.077,12	53.860.323,26	51.025.569,41	48.190.815,55	45.356.061,69	42.521.307,84	39.686.553,98	36.851.800,13	34.017.046,27	31.182.292,41	28.347.538,56	25.512.784,70	22.678.030,85	19.843.276,99	17.008.523,14	14.173.769,28	11.339.015,42	8.504.261,57	5.669.507,71	2.834.753,86
2- Principal payment		2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86
3- Interest payment		2.041.022,78	1.938.971,64	1.836.920,50	1.734.869,36	1.632.818,22	1.530.767,08	1.428.715,94	1.326.664,80	1.224.613,67	1.122.562,53	1.020.511,39	918.460,25	816.409,11	714.357,97	612.306,83	510.255,69	408.204,56	306.153,42	204.102,28	102.051,14
4- Tax benefit = Interest payment x T		428.614,78	407.184,04	385.753,30	364.322,57	342.891,83	321.461,09	300.030,35	278.599,61	257.168,87	235.738,13	214.307,39	192.876,65	171.445,91	150.015,17	128.584,43	107.153,70	85.722,96	64.292,22	42.861,48	21.430,74
Out-Flow (2+3-4)		**4.447.161,85**	**4.366.541,45**	**4.285.921,05**	**4.205.300,65**	**4.124.680,25**	**4.044.059,85**	**3.963.439,45**	**3.882.819,05**	**3.802.198,65**	**3.721.578,25**	**3.640.957,85**	**3.560.337,45**	**3.479.717,05**	**3.399.096,65**	**3.318.476,25**	**3.237.855,85**	**3.157.235,45**	**3.076.615,05**	**2.995.994,66**	**2.915.374,26**

	Years																			
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	56.695.077	-4.447.162	-4.366.541	-4.285.921	-4.205.301	-4.124.680	-4.044.060	-3.963.439	-3.882.819	-3.802.199	-3.721.578	-3.640.958	-3.560.337	-3.479.717	-3.399.097	-3.318.476	-3.237.856	-3.157.235	-3.076.615	-2.995.995	-2.915.374

All-in cost = RD x (1-T) **2,844%** **(computed using IRR)**

Or 2nd method

	APR (Act/365)	**EAR (Act/365)**
RD x (1-T) =	**2,844%**	**2,844%**

	Euribor 1 semana	3,392%	3,372%
	Euribor 1 mês	3,405%	3,362%
	Euribor 3 meses	1,791%	1,762%
	Euribor 6 meses	2,337%	2,291%
	Euribor 12 meses	2,867%	2,811%

2. Loan Bank B

Euribor 12 months (14/11/2022) = 2,867% + 4,15% **PR=EAR (Act/36** **EAR (Act/365)**

	7,017%	**7,114%**
RD x (1-T) =	**5,543%**	**5,620%**

Because this loan (bank B) is indexed to Euribor 12 months, there is no change rate in this 1 year period.
The unit of time of the interest rate equal the frequency of compounding, yearly
And so EAR = APR

	Years																			
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1- Loan principal beginning of the year (bog)		56.695.077,12	53.860.323,26	51.025.569,41	48.190.815,55	45.356.061,69	42.521.307,84	39.686.553,98	36.851.800,13	34.017.046,27	31.182.292,41	28.347.538,56	25.512.784,70	22.678.030,85	19.843.276,99	17.008.523,14	14.173.769,28	11.339.015,42	8.504.261,57	5.669.507,71	2.834.753,86
2- Principal payment		2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86	2.834.753,86
3- Interest payment		3.978.293,56	3.779.378,88	3.580.464,21	3.381.549,53	3.182.634,85	2.983.720,17	2.784.805,49	2.585.890,81	2.386.976,14	2.188.061,46	1.989.146,78	1.790.232,10	1.591.317,42	1.392.402,75	1.193.488,07	994.573,39	795.658,71	596.744,03	397.829,36	198.914,68
4- Tax benefit = Interest payment x T		835.441,65	793.669,57	751.897,48	710.125,40	668.353,32	626.581,24	584.809,15	543.037,07	501.264,99	459.492,91	417.720,82	375.948,74	334.176,66	292.404,58	250.632,49	208.860,41	167.088,33	125.316,25	83.544,16	41.772,08
Out-Flow (2+3-4)		**5.977.605,77**	**5.820.463,17**	**5.663.320,58**	**5.506.177,98**	**5.349.035,39**	**5.191.892,79**	**5.034.750,20**	**4.877.607,60**	**4.720.465,00**	**4.563.322,41**	**4.406.179,81**	**4.249.037,22**	**4.091.894,62**	**3.934.752,03**	**3.777.609,43**	**3.620.466,83**	**3.463.324,24**	**3.306.181,64**	**3.149.039,05**	**2.991.896,45**

	Years																			
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	56.695.077	-5.977.606	-5.820.463	-5.663.321	-5.506.178	-5.349.035	-5.191.893	-5.034.750	-4.877.608	-4.720.465	-4.563.322	-4.406.180	-4.249.037	-4.091.895	-3.934.752	-3.777.609	-3.620.467	-3.463.324	-3.306.182	-3.149.039	-2.991.896

All-in cost = RD x (1-T) Act/360 **5,543%** **(computed using IRR)**
All-in cost = RD x (1-T) Act/365 **5,620%**

2,844% **<** **5,620%**

Assessed the project economic and financial viability.

Economic and Financial viability analysis
with bank A
NPV (WACC)

RE or RL	12,88%
E	15%
D	75%
RD (1-t)	2,844%
WACC	**4,065%**
NPV (WACC)	**13.697.481,59**
NPV(RU)	3.270.601,38
NPV(WACC) ≥ 0 so the investment has economic and financ	10.426.880,21

Conclusion: By introducing debt we add value to the project, Equity cost are always higher than the costs of Debt, therefore the cost of capital (WACC) decreases and increase the NPV, in this specific case the value gained is 3.270.601,38 eur

Computed a sensitivity analysis to the price Lots variables.

Sensitivity Analysis

2000 m2 Lots Prices	NPV (WACC)
	13.697.481,59
350.000,00	-1.327.591,54
355.000,00	-1.027.090,08
360.000,00	-726.588,62
365.000,00	-426.087,15
370.000,00	-125.585,69
375.000,00	**174.915,77**
380.000,00	475.417,23
385.000,00	775.918,70
390.000,00	1.076.420,16
395.000,00	1.376.921,62
400.000,00	1.677.423,09
405.000,00	1.977.924,55
410.000,00	2.278.426,01
415.000,00	2.578.927,47
420.000,00	2.879.428,94
425.000,00	3.179.930,40
430.000,00	3.480.431,86
435.000,00	3.780.933,32
600.000,00	13.697.481,59

Conclusion: Selling the 2000 m2 Lots Break even price is 375.000,00 eur.

Average time to pay other expenses	NPV (WACC)
	13.697.481,59
0,00	13.693.958,69
0,50	13.695.720,14
1,00	**13.697.481,59**
1,50	13.699.243,04
2,00	13.701.004,49
2,50	13.702.765,94
3,00	13.704.527,39
3,50	13.706.288,84
4,00	13.708.050,29
4,50	13.709.811,75
5,00	13.711.573,20

Average time to pay servives	NPV (WACC)
	13.697.481,59
0,0	13.577.043,73
0,5	13.607.153,20
1,0	13.637.262,66
1,5	**13.667.372,13**
2,0	13.697.481,59
2,5	13.727.591,06
3,0	13.757.700,52
3,5	13.787.809,99
4,0	13.817.919,45
4,5	13.848.028,92
5,0	13.878.138,38

As expected with an increased average paying time to suppliers will have a positive impact in the project value, but almost Marginal

	Nº of 2000 m2 Lots Sold											
NPV (WACC)	13.697.481,59	5	15	25	35	45	55	65	75	85	95	105
Price of 2000 m2 Lots	350.000,00	-15.857.689,47	-14.148.266,18	-12.438.842,90	-10.729.419,61	-9.019.996,33	-7.310.573,04	-5.601.149,75	-3.891.726,47	-2.182.303,18	-472.879,90	1.236.543,39
	400.000,00	-15.690.744,21	-13.647.430,41	-11.604.116,61	-9.560.802,81	-7.517.489,01	-5.474.175,21	-3.430.861,41	-1.387.547,61	655.766,19	2.699.079,98	4.742.393,78
	450.000,00	-15.523.798,95	-13.146.594,64	-10.769.390,33	-8.392.186,01	-6.014.981,70	-3.637.777,39	-1.260.573,07	1.116.631,24	3.493.835,56	5.871.039,87	8.248.244,18
	500.000,00	-15.356.853,70	-12.645.758,87	-9.934.664,04	-7.223.569,21	-4.512.474,39	-1.801.379,56	909.715,27	3.620.810,10	6.331.904,92	9.042.999,75	11.754.094,58
	550.000,00	-15.189.908,44	-12.144.923,10	-9.099.937,76	-6.054.952,41	-3.009.967,07	35.018,27	3.080.003,61	6.124.988,95	9.169.974,29	12.214.959,64	15.259.944,98
	600.000,00	-15.022.963,18	-11.644.087,33	-8.265.211,47	-4.886.335,61	**-1.507.459,76**	**1.871.416,10**	5.250.291,95	8.629.167,81	12.008.043,66	15.386.919,52	18.765.795,38
	650.000,00	-14.856.017,93	-11.143.251,56	-7.430.485,19	-3.717.718,82	-4.952,45	3.707.813,92	7.420.580,29	11.133.346,66	14.846.113,03	18.558.879,40	22.271.645,77
	700.000,00	-14.689.072,67	-10.642.415,78	-6.595.758,90	-2.549.102,02	1.497.554,87	5.544.211,75	9.590.868,64	13.637.525,52	17.684.182,40	21.730.839,29	25.777.496,17
	750.000,00	-14.522.127,41	-10.141.580,01	-5.761.032,62	-1.380.485,22	3.000.062,18	7.380.609,58	11.761.156,98	16.141.704,37	20.522.251,77	24.902.799,17	29.283.346,57
	800.000,00	-14.355.182,15	-9.640.744,24	-4.926.306,33	-211.868,42	4.502.569,49	9.217.007,41	13.931.445,32	18.645.883,23	23.360.321,14	28.074.759,05	32.789.196,97
	850.000,00	-14.188.236,90	-9.139.908,47	-4.091.580,04	956.748,38	6.005.076,81	11.053.405,23	16.101.733,66	21.150.062,09	26.198.390,51	31.246.718,94	36.295.047,36

This sensitive analysis combines at the some time the impact of two variables (Price of 2000m2 Lots and nºLots Sold).

Scenario Summary

	Current Values:	Pessimistic	Optimist
Changing Cells:			
Price of lots per sqm	300,00 €	200,00 €	400,00 €
Price of 2000 m2	600.000,00 €	400.000,00 €	800.000,00 €
Price of 5000 m2	1.500.000,00 €	900.000,00 €	1.700.000,00 €
Price of Townhouses (250m2)	835.000,00 €	635.000,00 €	1.035.000,00 €
Price of Villas (400m2)	1.336.000,00 €	1.036.000,00 €	1.536.000,00 €
Nº of 2000m2 Lots	90	70	100
Nº of 5000m2 Lots	30	10	40
Average time to collect accounts rece	1,0	0,5	1,5
Average time to pay services	2,0	3,0	1,0
Average time to pay other expenses	1,0	3,5	0,5
RU	0,051898942	0,1	0,03
Cost 2000 sqr/m Lots Sale	93.627 €	100.627 €	83.627 €
Cost 5000 sqr/m Lots Sale	234.068 €	334.068 €	214.068 €
Cost of Townhouse Sale	305.000 €	405.000 €	205.000 €
Cost of Villas Sale	718.000 €	818.000 €	618.000 €
Result Cells:			
NPV (RU)	3.270.601,38	-62.121.739,30	86.996.450,11
IRR	5,58%	-4,19%	10,36%
NPV (WACC)	6.241.168,93	-51.842.544,42	56.524.795,92

Appendix U – PRA Budget

BUDGET			
INVESTMENT (at 2022 prices)		**Total**	**Observation**
Cabanas Hotel			
Plot	*13,000 m2*	65,000.00 €	considered 5€/m2
Studies & projects	*6,000 m2*	540,000.00 €	6% of the building value
Construction of a 60 rooms Charming hotel	*6,000 m2*	9,000,000.00 €	considered 1500€/m2
Connections / Infrastructures		450,000.00 €	5% of the construction value
Equipments	*1 vg*	1,100,000.00 €	
Total Investement of the Hotel		11,155,000.00 €	
Club House			
Plot	*1,000 m2*	5,000.00 €	considered 5€/m2
Construction	*200 m2*	200,000.00 €	considered 1000€/m2
Infraestructures		10,000.00 €	5% of the construction value
Equipments		10,000.00 €	
Projects		6,000.00 €	3% of the construction value
Total Investement of the Club House		231,000.00 €	
Runway Asphalt 1200m			
Plot 5ha	*48,000 m2*	240,000.00 €	considered 5€/m2
Studies & projects	*1 vg*	3,000.00 €	6% of the construction value
Construction	*1 vg*	50,000.00 €	
Connections / Infrastructures	*1 vg*	2,500.00 €	5% of the construction value
Total Investment in the runway		295,500.00 €	
Urban infrastructures			
Studies & projects		350,000.00 €	
Construction / Urbanism			approx 7.2km of tracks
Roads and Sidewalks		624,750.00 €	
WATER PIPES, GRASS IRRIGATION AND FIRE PROTECTION		512,400.00 €	
RAINWATER SEWERAGE		618,450.00 €	
DOMESTIC SEWERS		576,450.00 €	
MEDIUM TENSION POWER LINES		428,400.00 €	
LOW TENSION POWER LINES		306,600.00 €	
ILUMINAÇÃO PÚBLICA		229,488.00 €	
DATA AND TELEPHONE LINES		141,750.00 €	
GAS NETLINES		157,605.00 €	
MUNICIPAL SOLID WASTE		98,000.00 €	
Landscaping		110,816.79 €	considered 3% over the value o
Inspection		147,755.72 €	
Licences and Permits		38,047.10 €	
Other expenses		19,023.55 €	
Total Investment in infrastructures		4,359,536.16 €	
Building Single Family Plots		**90**	Average townhouses 250m2 Construction area 48,000m2 Occupancy area 100.000m2
Plot (2000m2/lot)	*180,000 m2*	900,000.00 €	considered 5€/m2
Studies & projects Special Netlines		1,125,000.00 €	5% of the construction value
Construction / Urbanism	*22,500 m2*	22,500,000.00 €	considered 1000€/m2
Inspection		900,000.00 €	4% of the construction value
Lanscaping		1,125,000.00 €	5% of the construction value
Infrastructures		450,000.00 €	2% of the construction value

BUDGET			
INVESTMENT (at 2022 prices)		**Total**	**Observation**
Licenses and permits		225,000.00 €	1% of the construction value
Other expenses		225,000.00 €	1% of the construction value
		27,450,000.00 €	
Building Single Family Plots Premium		**30**	Single-family homes averaging 400m2 Construction area 24,000m2 Occupancy area 300,000m2
Plot (5000m2/lot)	*60,000 m2*	300,000.00 €	considered 5€/m2
Studies & projects Special Netlines		900,000.00 €	5% of the construction value
Construction / Urbanism	*12,000 m2*	18,000,000.00 €	considered 1200€/m2
Inspection		720,000.00 €	4% of the construction value
Lanscaping		900,000.00 €	5% of the construction value
Infrastructures		360,000.00 €	2% of the construction value
Licenses and permits		180,000.00 €	1% of the construction value
Other expenses		180,000.00 €	1% of the construction value
		21,540,000.00 €	
Plot	**302,000 *m2***	**1,510,000**	
Rustic plot of land	***2,500,000 m2***	**5,000,000**	
Real Estate			
Urban infrastructures		4,359,536.16 €	
Building Single Family Plots		27,450,000.00 €	
Building Single Family Plots Premium		21,540,000.00 €	
Real Estate Commissions (1)		2,552,400.00 €	
Funding Costs (2)		1,500,000.00 €	
otal Investment in infractures of Lots including Runway		**15,448,436.16 €**	
TOTAL INVESTMENT Incluinding Real Estate		**64,438,436.16 €**	
TOTAL INVESTMENT Incluinding Real Estate and Hotel		**75,593,436.16 €**	