

**Village Air Conseil®**

**Consulting in creation and development of  
airparks**

**VILLAGE AIR CONSEIL** 

# 1 Presentation of the concept « airpark »

## 1.1. Definition and development in the US

A "airpark" can be seen as an aeronautical village, where houses are gathered near a runway. Every resident can enjoy his passion by possessing his own hangar, his own plane, having direct access from his home to the runway via a taxiway. An aeronautical village can thus be compared with a marina where the owner can enjoy their boat from the garden.



Figure 1: Village aéronautique des Lacs, Biscarrosse

The concept is born in the USA just after the second world war. Today, there are more than 500 registered airparks in America, from all size with the biggest one gathering more than one thousand houses. Some example below.

- Sierra Sky park, in California, first airpark from 1946;
- Spruce Creek, in Florida, the biggest one with 1.250 houses;



Figure 2: Spruce Creek Airpark, US

- Cameron Park, in California, the most known and which help to export the concept in Europe, particularly in France.



**Figure 3: Cameron Airpark, US**

Other example, in Australia for instance, have been done for the last decade.

### ***1.2 Development in France***

The first French aeronautical village (and European) was realized in Vendée (Vendée Air Park), thus 50 years Sierra Sky Park. Since then, the concept has been successful and several projects have been realized. Among those, we find Vendée Airpark, previously quoted, but also Atlantic Airpark, also located in Vendée, the aeronautical village of lakes in Biscarosse and Nogaro Airpark in the southwest.



**Figure 4: Vendée Airpark**

Other projects under investigation. We can note Dinair (in Dinan), Europ' airpark and Green airpark in Limousin. Projects in North and North East are also considered. The Airpark in Biscarrosse gathers 63 houses, all sold (approximately 80 % of French among the residents). Four years were necessary to commercialized all the slots. This the village occupies a 31 hectare surface. It is interesting to note that the project received a favorable opinion of the National Planning Agency for its innovative and respectful aspects



Figure 5: Village aéronautique des Lacs, Biscarrosse



Figure 6: Project Dinair, Dinard

To note also that project are considered in Spain, near Murcia.

## 2 Village Air Conseil ©

### 2.1 Context

The team Village Air Conseil© proposes their expertise in creating and developing airparks in France and abroad. With three current projects in the southeast of France, Village Air Conseil© asserts itself as leader in a high potential region. There is indeed no "airpark" in the southeast of France, closed to the Mediterranean Sea, in a region with a strong character where life is enjoyable and with nice weather almost all year. It is in this context that the VAC team settled down to propose their advices.

## 2.2 Méditerranée Air Village ©



The project *Méditerranée Air Village* © began in September, 2008. This platform was chosen because it gathers all the qualities we can hope for this type of project. Besides, with the closure of the naval air base, the airport is looking for opportunities to revitalize its activity. Several companies are implanted on the platform: Sabena Technics, leader in maintenance, Avdef, specialized in military air services and business jet to quote some of them. The runway is 2400m long and allows IFR ( Instrumental Flying Rules). it is obviously appropriate for business jet and turboprops.

To note also that Ryanair proposes direct flight to London, Liverpool, Nottingham and Bruxelles from Nimes. The airpark is thus directly accessible from UK and Belgium.

Finally, in terms of location, Nimes is ideally placed between Montpellier, Marseille, Aix en Provence and Avignon. it is integrated into a historic and cultural region (pont du Gard, Camargue etc.) from only 20 minutes of the Mediterranean beaches and the biggest marina in Europe, Port-Camargue. The platform is besides bound by the motorway and give access to Montpellier in 30min, Marseille in one hour. In the near future, the TGV train station of Nimes will give another dimension to the accessibility of the village.

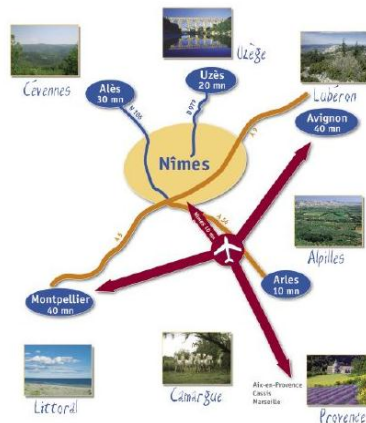


Figure 7: Nimes inthe heart of a touristic region

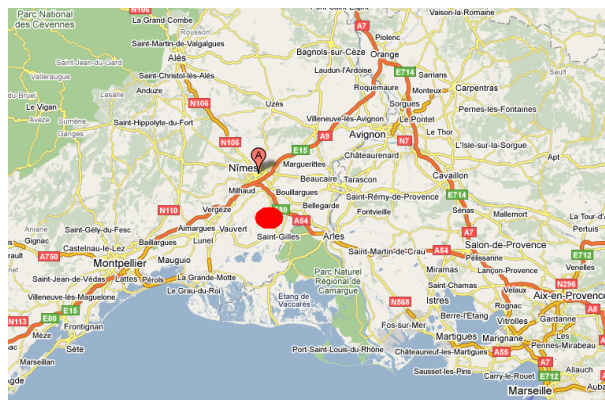


Figure 8: Situation of Nimes\*

Méditerranée Air Village © is a global project including an aeronautical village of 60 residences, a company specialized in air services and a student aeronautical campus through the ESMA , Ecole Superieure des Metiers de l'Aerien..



**Figure 9: Airport Nîmes- Garons. In green, the airpark, in red, the aeronautical campus, in blue the aviation company**

The village is integrated into the green zone above on a surface of around thirty hectares. Slots vary from 2500 to 8000m<sup>2</sup> with an average about 3500m<sup>2</sup>. Taxiways and accesses will be sized for aircraft King Air 100. The project was presented during the Cannes Airshow in May, 2010 and was received positively. At the moment, airport is restructuring with the leaving of the Marines and discussions continue with local authorities and airport to implant the village.



**Figure 10: Photo king Air 100**



Figure 11: Kind of residence

To note also the international golf at some hundred meters of the the village as well as tennis court and spa..



Figure 12: Draft architecture of the village

The village and his houses will follow " a green standard " developed jointly by the all members of the project (business, local authorities, local residents' association, future residents, chief architect). A strong integration of solar panels is considered, in particular on planes hangars. This could bring up to 8000 m<sup>2</sup> of solar panels, the equivalent consumption of about 350 French homes.

### 2.3 Cap Sud Air Village ©

With their experience in Nîmes, the VAC team has been approached by the city of Beziers to analyze the possibility to create an aeronautical village on the aerodrome of Vias. Béziers is also an ideal site for this kind of project. It is located between Provence

and Spain, in the heart of great potential region, a few kilometers away from the Mediterranean beaches of Agde. Close to Montpellier and Perpignan, the site is integrated into a quiet area. With the highway A9 which links Spain and the french riviera, Béziers is quickly accessible.



Figure 7: Situation of Béziers

Cap Sud Air Village © is a project including an aeronautical village of about fifty residences, a flying aeronautical museum and a maintenance center.

This center will allow the residents and the holders of local planes to maintain their aircraft. Other services will be proposed such as the sale / resale of planes.



Figure 8: Photo Baron

Slots will spread out from 2500 to 8000m<sup>2</sup> with an average of 3500-4000m<sup>2</sup>. Taxiways will be sized for Beechcraft Baron aircraft type.



Figure 10: Beziers airpark project

A flying aeronautical museum will be created near the village where unique planes will be exposed. These are already identified and agreements exist to expose them. These



partnerships will have to be extend with local collectors as well as the other museums. The ambition is to create the most important flying museum in the southeast of France. Among the collection, the Fouga 90, the unique prototype of fighter trainer, will be presented. A Djinn, the Nord 260, the first regional turboprop, the Nord 262 and several other planes will give to this museum the real legitimacy in the protection of the aeronautical heritage.



Figure 13: Fouga 90 & Nord 262 "Zébré"

## 2.4 Provence Air Village ©

Village Air Conseil © work also in the possibility to create an airpark in the region Var, near to Brignoles.

## 2.5 Customers

The European park (Germany, France, UK, Belgium, Switzerland) of planes and helicopters (except amphibian / glider) is 21 000 craft. Among these, we find essentially single-engined aircraft from flying club (40 %), of private single-engined aircraft (35 %). Twin-engined planes (pistons) / monoturbine / biturbine / monoreactor / twin-engined jets / private three-engined jets represent in France 782 aircraft (2000 planes in Europe, among the mentioned countries). In these figures we can add an American clientele and the Irish, Spanish, Scandinavian park plus the Eastern Europe and North Africa ones.

Considering these elements, the park of aircraft targeted is 8500 to 11000. The clientele is fascinated. Among the interested persons, we find French people, English , Germans, Belgians, Swiss, Luxemburgers, Americans and also Dutch. The average age of the owners is about 40 years. It is thus a dynamic and healthy clientele. They can participate actively in the social and economic life of the region. Among the interested people, we also find airline pilots. Indeed, many pilots (Air France etc.) live in the southeast of France. They live in Montpellier, Marseille or Toulouse and work on Paris.

# 3 Integrate an airpark

Join Cap Sur Air Village© or Méditerranée Air Village©, it is to choose the possibility of living your passion in a unique region, in between méditerranée, Spain and Provence. This exceptional geographical situation, associated with an excellent communication

network will allow residents to live completely their passion. Beyond proposed air services (maintenance, broker, consulting, co-ownership), every resident can also take advantage of the village and his tranquillity. Join our villages is also opting for a responsible aviation, environmently friendly through an eco-conception of residences and integration of solar panels. For more information, contact us:

Alexandre Quéméneur  
0033 6 27 12 31 75  
[aquemeneur@villageairconseil.com](mailto:aquemeneur@villageairconseil.com)

Pierre Fourques  
0033 6 80 88 52 38  
[pfourques@villageairconseil.com](mailto:pfourques@villageairconseil.com)

Pierre Calixte  
[pcalixte@villageairconseil.com](mailto:pcalixte@villageairconseil.com)

## 4 The team Village Air Conseil©



Always fascinated by aviation, Alexandre Quéméneur is an engineer in Eurocopter, first world helicopter manufacturer and subsidiary of the European group EADS. With a background in aeronautics received in France and in the United Kingdom, Alexandre is also private pilot.

Having created and developed Express Littoral Air in Montpellier, Pierre Fourques then moved into a tremendous aeronautical adventure by creating Axis Airways. Based in Marseille Provence, this airline company was managed by Pierre during 6 years until 2006. Pierre is a today general Manager of the airport of Saint Tropez.



Former airline pilot, Pierre Calixte is an expert of the aeronautical world. After a first career in Africa and island as bush pilot, Pierre Calixte joined Air Littoral as captain. His operational experience and its contacts are important advantages in these project.

Son of airline pilot in Air Littoral and private pilot, Pierre-Alexandre François is an architect DPLG. Having worked in Nimes, Pierre-Alexandre start up his cabinetin Montpellier.

Laurent Rouzeau is lawyer specialized in business law and air law. Before creating his cabinet in Aix-En-Provence, Laurent Rouzeau was Human resources manager in the airline Axis Airways.