Berbice Skyhaven Estates

Berbice Gated Community & Airpark

Hardat A. Barran Engineering Inc.

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SUMMARY CONCEPT


CORENTYNE ROAD
GATED ENTRY
COMMERCIAL ZONE
RUNWAY
UTILITIES COMPOUND
Honeslead Pond
HANGAR LOT HOUSES

Table of Contents

EXECUTIVE SUMMARY

Investment Highlights

Total Initial Funding Requirement: US$15 MILLION
Average ROI over 10 years: Over 70%

Sources of Funds:

Total Initial Funding Requirement:			$ 15,000,000
Average ROI over 10 years:	Over 70%		
Sources of Funds:			
Total Initial Funding:			
Additional CAPEX Reinvested from Operational Cash Flow:			$ 154,877,808
			$ 169,877,808

Uses of Funds:

PRE-PLANNING & CONSULTING SERVICES			**Cash Flow Distribution**		
Land Acquisition			$ 6,000,000		
EA, Consulting, Govt. Approvals, marketing, etc.			$ 1,000,000		
Sub-Total Pre-planning & Soft Services			$ 7,000,000		
CONSTRUCTION GROUP A - Infrastructure			**Cash Flow Distribution**		
Site Work and Roads					
Major Roads (miles) - Industrial Traffic Heavy Transports	2	$ 1,000,000	$ 2,000,000		
Minor Roads (miles) - Village Cross Streets - Cars	5	$ 50,000	$ 250,000		
Gravel Roads (miles) - Farm Trails, Bicycle Routes	5	$ 10,000	$ 50,000		
Renewable energy infrastructure					
Housing Utilities - Solar Panels	238	$ 2,500	$ 595,000		
Housing Utilities - Wind Power (50 kw unit. Supply $, Install $			$ 1,000,000		
Nightly battery storage capacity required (25kwh/house)	2,975		$ -		
Water Treatment Facilities					
Water Supply Artesian Wells		$ 10,000	$ -		
Water treatment facilities	1	$ 1,000,000	$ 1,000,000		
Waste Water Treatment Facilities					
Waste Water - Large Lot / Rural Individual Septic Systems	238	$ 5,000	$ 1,190,000		
Waste Water - Village Central Plant Facility		$ -	$ -		
Sub-Total Group A			$ 6,085,000		
CONSTRUCTION GROUP B - Residential			**Cash Flow Distribution**		
Total unit sales	238				
Residential Property sales - 2000 Sq. ft. - units	46				
Cost		$ 120,000	$ 5,520,000		
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(This is based on full occupancy: 40 students, each paying $7,500 per annum rent)		$ 30,000	$ 300,000		
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CONSTRUCTION GROUP C - Commercial			**Cash Flow Distribution**		
Shopping Mall (@ $100/sqft)					
Comercial Rental Property under Offices/Apartments 2,000 sqft (@ $25/sqft)	10				
Cost		$ 50,000	$ 500,000		
Sub-Total Group C					
CONSTRUCTION GROUP E - Recreational Facilities			**Cash Flow Distribution**		
Equestrian Facilities			$ -		
Airpark Facilities - Runway 4,000' X 75' with 25' foot verges (sq feet)	300,000	$ 15	$ 4,500,000		
Sporting Facilities/Community Centre (CAPEX)	1	$ 150,000	$ 150,000		
Sub-Total Group E			$ 4,650,000		
Sub-Total Infrastructure			$ 141,564,840	$	141,564,840
Contingencies (20% first Stage estimate)		20.00%		$	28,312,968
TOTAL PROGRAM CAPEX				$	169,877,808

Introduction & General:

This project envisions a premier, secure, and amenity-rich fly-in community tailored to the unique landscape and climate of coastal Guyana. It leverages the site's history as former rice paddies to create a resilient and beautiful development centered on aviation and a high-quality lifestyle.

The following is the proposed master plan for "The Rice Paddy," designed for the 1,100 ft x 5,000 ft (approx. 120-acre) property:

To ensure diversity and affordability, The Rice Paddy Community will have a mix of housing styles, sizes, and prices. Ultimately, it will have about 250 residences with some commercial elements providing local employment.

One of the fascinating features of the development is its airpark which will serve as the home to a new flying school and a recreational airstrip in support of government initiatives for Region 6 transportation infrastructure. The community will incorporate restaurants, shopping, recreational, and other facilities in addition to local golf-cart friendly roads, walking trails and bicycle tracks.

Guyana is undergoing unprecedented economic growth, driven by its burgeoning oil and gas sector. GDP growth is currently the highest in the world and projected to average around 20% annually from present to 2028, creating increased demand for infrastructure, housing, and modern community developments. Guyana is receiving global recognition as a top eco-tourism destination.

While large-scale urban developments are concentrated near Georgetown, there is limited competition for integrated rural communities with sustainable designs. This creates a unique niche for The Berbice Skyhaven Estates. It is strategically positioned on the Courentyne Highway between New Amsterdam and the Suriname border.

This plan discusses marketing issues and provides analysis of critical success strategies in detail. Of key importance is the **management team** led by Hardat Barran.

Hardat is a seasoned businessman, engineer, politically savvy professional who has led complex, hundred-million-dollar projects replete with technical challenges mixed with political and public interfaces. Over a long and prolific career, he has had remarkable success in business endeavors spanning the western hemisphere from South America, Central America, USA and Canada. He has degrees in engineering and business administration.

Hardat rounds out that professional profile with an equally interesting personal profile with long participation in aviation, sailing, and motorcycling which bring him into contact with interesting people around the world. His aviation experience is particularly relevant, having owned and flown several airplanes over the past 40 years and accumulating over 4,000 hours of pilot-in-

command time. His current aircraft, a Canadian-registered Cirrus SR 22, was purchased new and will be based in Guyana as the first resident aircraft at The Berbice Skyhaven Estates.

The management team comprises highly skilled professionals with extensive experience in their respective domains. Our team members have collaborated on numerous projects over extended periods, fostering strong synergies and a shared commitment to excellence. We bring unified enthusiasm and dedication to the success of this initiative. The team reflects a balanced blend of seasoned expertise and emerging talent, ensuring both continuity and innovation to support the project's long-term success.

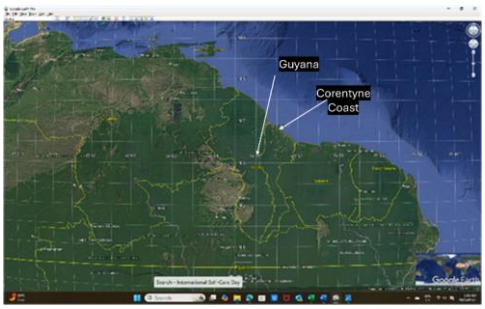


Figure 1 Guyana - NE South America

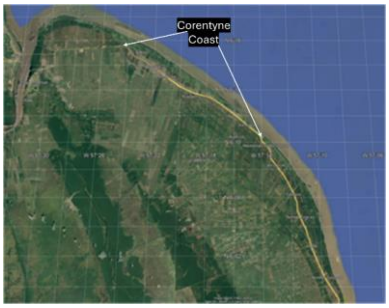


Figure 2 - Courentyne Coast

PROJECT OVERVIEW

1. The Conceptual Site Layout

2. Land Use Allocation

The design strategically allocates the ~120-acre site to create a balanced and functional community. This allocation is based on standard practices for master-planned and airpark communities.

Land Use Category	Area acres	% of Total	Notes
Aviation Infrastructure	35	29%	Includes the 4,000' runway, parallel taxiway, safety areas, and RPZs.
Residential Lots	38.5	32%	114 lots @ 0.25 acres (28.5 ac) and 20 lots @ 0.5 acres (10 ac). Total: 136 lots.
Roads & Circulation	18	15%	Standard allocation for internal roads, ensuring efficient and safe vehicle movement.
Open Space & Drainage	18	15%	Central "Paddy Ponds," parks, and natural buffers. Crucial for stormwater management.
Community & Utilities	2.5	2%	Community Center, recreational facilities, and utility services compound.
Commercial Zone	8	7%	Frontage area for resident-serving businesses. Also open to public for fine dining, boutique shops, gas station.
Total	**120**	**100%**	

Commented [1]: Make sure the number of residences match in all documents and descriptions

3. Key Design Features & Rationale

This plan is a direct response to the project's unique requirements and location.

A. Aviation Core: The Airstrip & Taxiways

- **4,000-foot Paved Runway:** Located on the western edge, this runway length accommodates a wide range of personal and charter aircraft.
- **Parallel Taxiway:** A full-length parallel taxiway is desirable for safety and efficiency. It avoids aircraft having to back-taxi on the active runway and reduces delays and collision risk.
- **Runway Protection Zones (RPZs):** The trapezoidal zones at both runway ends are kept clear of all development. The northern RPZ is integrated into the "Runway View Park," providing a safe, open buffer that doubles as an amenity.
- **"Through-the-Fence" Access:** The premier 0.5-acre lots feature direct frontage on dedicated taxi lanes. This allows residents to taxi their aircraft directly from their private hangar homes to the main taxiway, which is the defining feature of a luxury airpark.
- **Ramp and Flight School Facilities:** Space has been allocated for up to 10 flight training aircraft, two ground-school classrooms, a lounge, a flight simulator and administrative facilities.

B. Residential Planning: Hangar Homes & Estate Lots

- **Lot Mix:** The plan accommodates approximately 250 **lots**, allowing an 85%/15% mix.

  - **Flying School and Maintenance Complex:** This will occupy approximately 10 acres of land allocated to the needs of a modern training facility.
  - 10 **Hangar-Home Lots (0.5 acres):** These are the premium lots with direct taxi-lane access, catering to avid aviators.
  - **114 Estate Lots (0.25 acres):** These lots are designed for residents who may not be pilots but desire the security and lifestyle of the airpark community. They are integrated via the road and pathway network.
- **Organic Layout:** The curvilinear road layout provides traffic calming, enhances aesthetic appeal, and creates more interesting and varied lot frontages compared to a simple grid.

C. Context-Specific Design for Coastal Guyana

- **The "Paddy Ponds": A Sustainable Drainage System (SuDS):** The former rice paddy landscape is honored through a series of interconnected ponds, swales, and canals. This is not just aesthetic; it is a resilient stormwater management system designed for a low-lying, coastal, and high-rainfall tropical climate. It will collect, store, and slowly release rainwater, mitigating flooding and improving water quality.
- **Elevated Construction:** Homes will be built on raised foundations, a traditional and wise architectural response to the coastal Guyanese environment. This protects homes from potential flooding and improves natural ventilation.

D. Amenities and Community Features

- **Gated Entry & Security:** A single, monitored entry gate from the Corentyne Road ensures privacy and security for the entire residential area. A separate, gated emergency access road is also provided.
- **Commercial Strip:** Located outside the main gate, this zone is designed for convenience. It will host an automobile service stop and ancillaries for transient road traffic including a small grocery, a laundromat, and some pilot-focused services such as dormitories for students and instructors. It will also host boutique shops, professional offices, and a fine dining café with a ramp view of the airplanes, serving both residents and the public without compromising community security.
- **Central Community Center:** Positioned as the heart of the development, overlooking the main Paddy Pond. It features a community hall, fitness facilities, and a swimming pool, serving as the social hub for all residents.

- **Runway View Park & Greenways:** A 500-foot offset buffer near each runway end is utilized as a patio / community park. A network of dedicated pedestrian and bicycle paths connects all lots to the park, the community center, and the Commercial Village, promoting a walkable, healthy lifestyle.
- **Utilities & Services:** A dedicated compound at the northern tip houses essential services: water treatment facilities, a wind power generator, backup power generators (critical for reliability), and maintenance storage.

4. Next Steps & Recommendations

To move this master plan toward implementation, the following steps will be undertaken:

1. **Geo technical & Hydrological Survey:** A detailed analysis of the soil and water table; essential to precisely engineer the drainage system and foundations.
2. **Regulatory Approvals:** Engage with Guyana's Central Housing and Planning Authority (CHPA) and the Guyana Civil Aviation Authority (GCAA) early in the process to ensure full compliance with land development and airfield regulations.
3. **Architectural Design Guidelines:** Develop a set of architectural standards that encourage a cohesive aesthetic, perhaps a "Tropical Modern" or "Caribbean Verandah" style, while mandating climate-resilient features and materials.
4. **Phased Development:** The plan is naturally suited for phasing. Phase 1 could include the runway, essential utilities, the community center, and the first loop of residential lots, allowing the project to grow with market demand.

This master plan for "The Berbice Skyhaven Estates" creates a unique and compelling vision that is both aspirational and deeply rooted in the practical realities of its Guyanese location. It offers a secure, resilient, and unparalleled lifestyle for aviation enthusiasts and their families.

Detailed Walkthrough of "The Berbice Skyhaven Estates" Master Plan

Imagine the 1,100 ft (west to east) by 5,000 ft (north to south) rectangular property laid out before you. The Corentyne Road is at the very top (the northern boundary).

1. The Overall Structure: Three Zones

The entire development is organized into four primary zones:

1. **The Highway-side Commercial Zone:** The northern edge of the property will be dedicated to commercial development serving both the general public and residents of the community.
2. **The Western Aviation Zone:** The entire westernmost edge of the property is dedicated to aviation.
3. **The Central Green & Drainage Spine:** A significant green corridor runs down the middle of the development, serving as its environmental and recreational backbone.
4. **The Eastern Residential Zone:** The eastern side of the property contains the main residential lots and circulation roads.

2. A Detailed Look at Each Zone

A. The Western Aviation Zone (Approx. 300 feet wide)

- **Runway:** Starting from the southern end and running north for 4,000 feet is the paved runway. It is the westernmost element on the property.
- **Safety Area:** A grassy safety area buffers the runway on both sides.
- **Parallel Taxiway:** Immediately to the east of the runway is the **parallel taxiway**. This runs the full 4,000-foot length of the runway.
- **Taxi-Lanes & Hangar Lots:** To the east of the parallel taxiway is a row of the premium **0.5-acre Hangar-Home Lots**. These lots are specifically designed so that short, perpendicular **taxi-lanes** connect them directly to the main parallel taxiway. This creates the "through-the-fence" access for pilots to taxi from their homes.

B. The Central Green & Drainage Spine (Approx. 200 feet wide)

- This is the community's other signature feature, located just east of the hangar-home lots.
- **The "Paddy Ponds":** Instead of one single lake, visualize a series of long, interconnected ponds and vegetated channels (bioswales) that meander down the center of the property. This system somewhat mimics the former rice paddy landscape and is critical for managing rainwater. These waterways will be amenable for use by small, recreational, electrically powered and sailing/paddle watercraft.

- **Pedestrian/Bicycle Path:** A continuous multi-use path for walking, jogging, and cycling follows the edge of this entire green spine, connecting all parts of the community. Small wooden bridges cross the water channels at various points.
- **Community Center:** Roughly halfway down the property, the community center and swimming pool are prominently sited right on the edge of the largest central pond, serving as the development's focal point.

C. The Eastern Residential Zone (Approx. 600 feet wide)

- This is the largest portion of the development.
- **Main Circulation Road:** A single, main road enters from the Gated Entry in the north and loops through this eastern zone in a series of gentle, flowing curves. This organic shape calms traffic and creates visual interest. There are several smaller cul-de-sac streets branching off this main loop.
- **Estate Lots:** The majority of the **0.25-acre Estate Lots** are located within this eastern section. They are arranged along the main loop road and the cul-de-sacs. They do not have direct taxiway access, but they are connected to all amenities by the road and the pedestrian path network.

3. A Walk-Through from North to South

Now, let's walk through the site from the entrance on Corentyne Road.

1. **Entrance on Corentyne Road (North):**
    - You first encounter the **Commercial Zone** on the north, accessible to the public.
    - Tucked away in the northeastern corner is the **Utilities Compound**, housing water treatment and backup power, strategically placed to catch the northeast trade winds off the Atlantic Ocean powering the wind generator.
    - Immediately south of the commercial zone is the main **Gated Entry** for residents.
    - To the right (west) of the entrance is the large, open **Runway View Park**. This park serves as the buffer and Runway Protection Zone (RPZ) for the northern end of the runway. It’s a place for community gatherings and plane spotting.
2. **Entering the Community:**

- Once through the gate, the main road curves into the Eastern Residential Zone.
- Immediately to south, you can see across the Paddy Ponds toward the back of the Hangar-Home lots.
- The pedestrian path is visible, branching off toward the Community Center.

3. **The Heart of the Community (Mid-point):**
   - As you travel south, you reach the **Community Center** on your right, overlooking the main pond.
   - The residential loops continue, with homes nestled among the green spaces. The layout ensures that many homes have a view of either the central ponds or smaller pocket parks.
4. **The Southern End:**
   - The main road loop concludes.
   - The 4,000-foot runway and taxiway terminate here, with another clear RPZ at the southern end.

Critical Success Factors

We recognize that strategy and tactics to address critical success factors must be built into the organizational culture of GOV Inc.

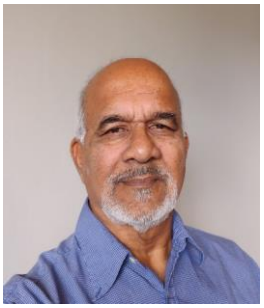
To this end, we have started a 'shopping list' of critical success factors to be addressed within operational management so that we can track issues and resolutions for our risk management process. We don't claim to have total control over the risk spectrum but put forward the following five-element checklist as a starting point to illustrate our methodology for risk management.

1. Attractive Land Acquisition Structure
2. Insider Connections
3. Attractive Land Deal
4. Fast-Tracking and De-Risking
5. Connections with Local Banks for Buyer Financing

These are discussed in the Appendix.

Management Team

Hardat Barran – CEO



Accomplished business executive, engineer, pilot, sailor, world traveler, Hardat was born and raised in Guyana where his professional experience was as project engineer at the Bauxite plant in Linden at the terminus of the Soesdyke-Linden Highway. He is acutely familiar with the proposed area for the site of the Gateway Organic Village.

Over 40 years successfully leading major undertakings and programs for sponsors who had vested interest in program success and were facing risks if they were to fail. The programs all had significant technology elements intertwined with policy, politics and organizational layers making for complex challenges. Extensive work experience in North America (Canada & US), South America & Caribbean (Guyana, Trinidad, Barbados), and Central America (Nicaragua).

Bachelor of Science Mechanical Engineering (BSc. Hons) University of the West Indies, St. Augustine, Trinidad.
Master of Business Administration (MBA), York University (Schulich School), Toronto.
Info Technology & Data Modeling, Institute for Computer Studies, Toronto.

Trevor Barran – Strategic Advisor

Passionate pilot, avid sailboat racer, global citizen. Over 25 years of broad and deep experience developing and executing investment strategies across multiple industries including financial services, healthcare, real estate and technology. He has focused on scaling property-technology (proptech) companies, and recently co-sponsored a $230M proptech SPAC, Lionheart Acquisition Corp II (LCAP) serving as Director and Chief Operating Officer. Trevor is also a senior advisor with Drake Star Partners, a boutique technology oriented investment bank with a sector focus on technology.

An experienced entrepreneur, his startup and corporate growth achievements include founding and growing a boutique consulting firm to 35 consultants; growing a tech firm (Screaming Media) from 30 to 300 employees concluding in a successful IPO; founding and growing a construction company focused on off-grid tropical resorts to 250 employees; founding and launching a heart valve company globally; and Managing C-suite management consulting and corporate investment engagements to the fortune 100.

His background in analytics and exits gives quantitative rigor to projects, including technical/code underwriting and value creation strategies.

Trevor holds a degree in Aerospace Engineering from Princeton University and has completed post-graduate studies in evolutionary computation.

Alonso Perez – Chief Technology Officer

With a career spanning more than 30 years, Alonso is a seasoned Senior Consultant with a broad spectrum of expertise in enterprise-level information systems and business transformations. His proficiency encompasses Enterprise and Business Architectures, IT Strategic Planning, Enterprise Transformation Roadmaps, Business Case development, and Project Management. With a background in diverse sectors like manufacturing, government (all levels), and petroleum. His latest focus is on Artificial Intelligence and data analytics.
Alonso has honed his skills in various professional development courses and is adept with multiple tools and computer languages. His career is distinguished by roles in major projects, in Canada and internationally (North, Central and South America and the Caribbean), at a big four consulting firm as well as significant independent consulting work, reflecting his versatile and global experience. He has over 20 years of experience in business and technology transformation projects in the water services industry and local government operations.
Bachelor of Science, Computer Science – University of Ottawa
Master of Engineering, Industrial Engineering – University of Toronto
Certified Management Consultant (CMC)

Mohamed Ali - Chief Financial Officer

Over 30 years of experience in the financial management and operations of multiple organizations. Mohamed was born and raised in Guyana and has worked in the construction industry there on major public and private projects. He has extensive international business experience in the Caribbean, Middle-East, Africa and North America and brings unique practical expertise in making plans and business cases realistic and attainable. His expertise lies in coordinating complex, multi-stakeholder initiatives in construction, retail, technology, oil and gas and educational sectors.
Mohamed has extensive contacts and connections within Guyana in circles that circumscribe construction, finance, management, politics and social dimensions. He heads our Finance & Accounting office, ensuring strong control of all money matters and robust documentation to support both internal and external audit scrutiny.
Certified CPA Public Accountant - (CGA), Ontario
Bachelor of Administration, York University
Diploma – Accounting & Finance, Seneca College of Applied Arts & Technology

Sandy A. McBride – Director

Over 25 years in consulting leadership roles managing business transformation, enterprise architecture, I&IT planning, solution delivery, information management, business intelligence, performance management, and business improvement. As a practice leader in enterprise architecture, planning and transformation methods, Sandy has developed or contributed to KPMG's methods and tools for many of these disciplines.

Sandy focuses on alignment and integration of business and IT. His expertise is particularly applicable to initiatives involving alignment and integration, both from the business process perspective (aligning services, processes, organization designs and accountabilities) and from the technical perspective (focusing on data integration and system interoperability). He focuses on applying the right methods and tools to deliver strategic business results.

Sandy has experience with many architecture and modeling methods and tools, notably capability modeling, service modeling, process modeling (BPMN), Unified Modeling Language (UML), and data modeling. He has developed, implemented and trained teams in the use of architecture and modeling methods and tools.

APPENDIX

APPENDIX 1 PRO-FORMA FINANCIALS

(Please zoom-in as necessary for viewing)

CAPEX

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OPEX and 10-Year Proformas

(Please zoom-in as necessary for viewing)