

Kings Airpark Proposal Outline

1672 Saxton St., 15 minutes from Exit 11.

(On the way to Canning, turn right shortly after the CASE Tractor Dealer.)

Goals and Plans:

1. Establish a non-profit society to run Kings Airpark infrastructure, for the benefit of the broad aviation industry (public and private), and with a strong vision to spur economic activity within Kings County.
2. Kings Airpark Society (KAS) will own or permanently lease the property associated with the airpark. Governments will not be directly involved in the ownership or management of the Kings Airpark, but positive ongoing dialog is desired to make sure we all remain in sync and working together on things that are in the common good for Kings County.
3. KAS will always own the core common infrastructure at the airport or aerodrome. This core common infrastructure should include an adequate runway (pushing hard for phase 1 to be 3500', with room to expand), terminal building, fuel sales, professional simulator, maybe T-hangars to rent, etc.
4. KAS will work with private individuals and businesses to invest, re-invest in buildings at the airpark.
5. KAS wants to facilitate peripheral land for :
 - Traditional hangars lots, and larger lots for aviation related businesses.
 - Small RV spaces (For the Jump School people and others)
 - Residential home/hangar lots. Positioned separate from the business, hangar, and RV areas.
6. KAS will work very closely and in concert the land provider. He/it will be a critical part of all planning if this is to work.
7. KAS will structure its day-to-day business and operations to be financially always in the black. In the future, KAS may look to governments for help with some infrastructure upgrades.
8. KAS will work with the governments of MOK and NS to establish the airpark. Including, but not limited to:
 - Initial infrastructure money: MOK \$2m, NS \$2 - \$4m, Canada \$2m - \$4m
 - 10 year contract with MOK for ongoing infrastructure ONLY funding: annually \$50k - \$100k.
 - Zoning for no tax (or comparable solution) ONLY on the core common infrastructure. Appropriate and reasonable zoning/taxation for the other private and business buildings.
 - MOK manage 14 Wing communication to obtain simple KAS access for : aerial flight training exercises, aerial approaches, touch and go exercises, and easy listing 14 Wing as an IFR alternative landing site (without PPR).
 - MOK keep CCW3 open until fall 2015. KAS runway paved Aug/14. MOK zoning by Sept/14.
 - MOK engineer/planning staff help with getting quotes and miscellaneous reasonable other helps.
9. KAS and KARF governance structures and contracts must provide CERTAINTY and SAFETY for all monies invested by all governments, all individual citizens, and all businesses.
10. KAS Plans for Critical Tenants and Special Airpark users:
 - ****Critical**** Strong Flight Training - ensure CCW3 flight training school moves in.
 - Parachute Jump School
 - Acadia University / NSCC (to be approached) – International Students with associated Wings/English programs.
 - EAA Presence (unofficially, some EAA members have requested).
 - Valley Search and Rescue (if they desire) + maybe CASARA (to be approached)
 - Other logical non-profit organizations.

Kings Airpark Renewal Foundation (KARF)

Plans and Purposes:

1. Establish a separate foundation (like many educational facilities do) to safely and separately manage all long term funds. This organization will have a separate board and mandate from KAS. Specifically, KARF will NOT be involved in the day-to-day management, operations, expenses or liabilities associated with the Air Park. It will have a larger and longer term mandate that ensures financial stability and sustainability for the ongoing growth of the aviation industry and aviation education in Kings County. We are structuring ourselves to be a model for how aviation should be done (very different and much better).

We will develop private, corporate and government involvement and be answerable for our results.

2. Funding sources and dedicated uses:
 - KAS (mandated monthly) – reserved for known long term infrastructure renewals.
ie. runway resurfacing, terminal roof, etc.
 - New Lot Sales – part of each sale will be provided for long term NEW infrastructure.
ie. runway extension, taxiways, more T-hangars for KAS to rent, etc.
 - Aviation and Corporate Benefactors – promote aviation for new young pilots through scholarships, to be spent at the Kings Airpark Flight School. This will be based on KARF's financial sustainability and each students' financial need.
 - Governments – for specific purposes as ear marked by the government providing the grant.
ie. specific infrastructure projects, long term infrastructure funding, youth scholarships, etc.
 - Help Structure a partnership between Acadia University/NSCC, KAS and the Flight School
With a goal to establish a Wings program for:
 - Domestic Students
 - International Students and the needed English programs.

Current Problems and WACL/AVFA Recommended Solutions:

Governments and Michelin tell us they need a large part of CCW3 land if Michelin is to expand in the future. The following, problems (and proposed solutions) have arisen as everyone looks at the airport relocation.

A. Problem: Mobile business assets and aircraft need a home/runway.

Solution: KAS provide an immediate and viable site for existing CCW3 aviation to move to.
MOK provide their portion of funding, immediately.
KAS start paving August 2014.
Simultaneously, MOK work to establish required zoning, as per developer layout. (Still to be finalized.)

B. Problem: Bricks and Mortar private investments (hangars) lost at CCW3.
Nobody wants citizens' existing CCW3 investments to be trampled to provide for a Michelin expansion.

Solution 1: It would seem reasonable that Michelin or governments should buy these assets at fair market value, as determined if CCW3 were to remain operating.

Solution 2: If above is not attainable, WACL and AVFA urge MOK and HOG to diligently and quickly agree on a mutually agreeable and fair form of compensation.
... even if all or part is in a non-cash form.

C. Problem: The politics related to farmland being taken out of farm production.

Solution: Federal Regulations and Supreme Court ruling prevent MOK or NS from stopping a runway and related infrastructure.; however, this is not in the spirit that all aviation people involved want to move forward. The provider of the land and the Kings Airpark Society will undertake to see equivalent alternate land put into farm production, by 2016.

D. Problem: The past politics and bad blood created by the CCW3 political football, over the last 2 years.

Solution: WACL, AVFA, HOG and all related members need to be vocally very supportive of all governments and politicians who work toward this all stakeholder solution.

E. Problem: Expropriation is an easy and financial logical way to obtain land for a new airpark.
HOWEVER, politically, most politicians seem uncomfortable of this step, unless for something that everyone will see the obvious benefit. ie. Highways and Hospitals.

Solution: Find a friendly landowner, and/or find an existing runway and develop further.
Kings Airpark does both of these.

CCW3 Aviation/Citizen Stakeholder Survey

The following formal survey is intended to provide clear direction to all government, public and private decision makers associated with the Kings County Municipal Airport (CCW3). All members of WACL, AVFA, HOG and miscellaneous other friends of aviation at CCW3 have been invited to participate. All respondents are hereby, formally putting themselves on the record, as follows:

I, _____, have been involved at CCW3, for approximately _____ years.

I am a member of: *(check those that apply)*

- Waterville Airport Cooperative Limited
- CCW3 Hangar Owners Group
- Annapolis Valley Flying Association (2014 dues paid in full)
- I am not a member of either, but I am a strong supporter of CCW3.

My CCW3 involvement includes: *(check those that apply)*

- I own a plane (all or part) that is based at CCW3.
- I am a pilot that flies out of CCW3.
- I depend upon CCW3 for all or part of my income.
- I own and operate a business at the CCW3.
- I own a hangar at CCW3.
- I am active at CCW3 in other ways.

If the Waterville airport must be moved or closed, I am supportive of: *(check just 1)*

the airport moving to Saxton Street. With the details to generally follow the outline on pages 1 and 2, but I accept that parts of this may have to change as things move forward. I urge the land owner, and the chairmen of WACL, AVFA and HOG get together to form and structure the necessary governance and agreements to form the Kings Airpark Society, and build The Kings Airpark .
After CCW3 closes, I urge WACL to donate all of its assets and money to KAS.
Immediately, I urge all public and private bodies involved to move on this as soon as possible, with a very real goal to provide monies to start paving the new runway (phase 1) August 1, 2014.

the airport moving to Greenwood 14 Wing Air Force Base, with the relationship details to be professionally worked out by The Municipality of the County of Kings, with 14 Wing and DND.

I do not support any move, and will work aggressively to oppose all such efforts.

None of the above. I will communicate my wishes as I determine appropriate.

Signature _____

Date _____, 2014.

If an officer of WACL, AVFA or HOG, describe: _____
