

## Debert Aviation Centre – Still to be Priced

By Maurice Rees

There is a long list of work to be priced and completed for the 20/21 and 21/22 budget years, according to report submitted by Crawford MacPherson at council committee on January 15th for the iconic Debert Aviation Centre.

To be priced and completed in the current 20/21 budget year which ends March 31 includes: Strap ceiling and gyprock office space to cover insulation; Construct walls to separate sprinkler room; Install oil separator to the floor drains which flow into the sanitary sewer; Upgrade exterior person doors; Finish washrooms - walls and fixtures and Create two offices in hangar space for Leading Edge.

In the next budget year (21/22) work will involve redevelopment of the hangar as phased project with work completed as space, such as offices completed as required. Future projects will

be prepared and presented to Council as part of the budgeting process. Work will include completion of offices, recladding and insulation of walls, monitoring of roof, and asphalt maintenance.

Additional notes in MacPherson's update report involve:

Underground plumbing was scoped, which determined floor drains flow into the sanitary sewer which could be a hazard if there was a fuel spill. An oil separator will be installed. Price do be determined.

Installed temporary fencing to secure site while wall opened for new hangar door.

It was too late in season to replace siding on the hangar. Delayed until 2021. Architectural firm, Nycum & Associates hired to help design the building's exterior and plan the main office space.

Covid economic spending fo-

cused on paving projects in NS. Paving companies were too busy to pave any of the apron. Municipal staff cut and patched the worst spots. Pavement needs to be reassessed in 2021.

Exterior demolition was twice the budgeted cost at \$20,000. Contacted all on the Dangerous and Unsightly list and received no bids. Verhagen agreed to do the demolition of the chimney, exterior oil tank and abandoned generator building.

The concrete base of the generator building was saved and will be used as the base for the propane fuel tanks.

A portion of the office space is located in former hangar space and has 20 feet of height. We are currently investigating cost of providing structure to enable second-floor office space inside the former hangar section that could be finished as offices later.

## Redevelopment Plan – Three pronged

By Maurice Rees

Crawford MacPherson's report to council committee on January 15th indicated the redevelopment plan for the Debert Aviation Centre is three pronged: Bring the base building back to a good maintainable standard that meets Building Code; Renovate to accommodate the first tenants and Make the building a professional space that will attract more aviation businesses.

Demolition and clean up was the initial tasks, which involved two tractor trailer loads and several dumpsters of material and garbage; Remove abandoned chimney, exterior oil tank and abandoned generator building. The concrete base of the former generator building was retained as pad for propane tanks and Removal of old sprinkler piping, heating system pipes and electrical components.

Additional work included removal of moldy walls and floors along with partitions to give access to overhead infrastructure.

Demolition is 95% complete. Cost to date is \$120,000.

Various maintenance activities costing \$67,000 have been completed which included: Upgrade the operating system including motors, straps, gears, reclad, and insulate; Repair roof leaks on hangar structure; Repair walls damaged by many years of water infiltration and Paint interior hangar walls and floor, post construction. Cost to date includes painting, but does not include cost to repair water damage.

Various tasks have been necessary to prepare for a new hangar door including: Prep for 20x60 opening for new door; Repair concrete for door opening and aircraft grade slope; Purchase and install door frame with equipment; Clad & insulate door to match existing door. Cost to date is \$114,000, excluding cost to install cladding.

A new partition insulated wall will be installed in the hangar to enable zoning of heat between

sides and improve security. When completed the cost will be \$65,000 which will include purchase and install insulated steel panels and a double door. Insulation of low office ceiling comprising 10,400 sq feet with R30 spray foam insulation will cost \$35,900 when completed. Repair and installing security fencing will carry a cost of \$37,000.

The apron to the hangar was in bad repair. It comprises two 50 ft wide strips of concrete that sandwich a 100 ft wide asphalt strip. Paving companies were not available due to the high demand for asphalt during Covid. As a result Public Works staff performed patchwork duties at a cost of \$1,600 for asphalt.

Worst sections of concrete on parking side of the new fence were repaired at a cost of \$32,000. Outside work concluded with general site clean costing \$1,300 to remove brush, trees, debris and sweeping the apron at a cost of \$1,300.

## Debert Aviation Centre – Systems the costly part

By Maurice Rees

The general maintenance and updating with new insulation on offices, hanger goods, security fencing and apron repairs, although costly, were minor compared to what will be required to install new systems to bring the building up to code and be attractive for new tenants.

According to Crawford MacPherson in his January 15th update to council committee components of the various systems include: Heating/ HVAC by tender - Cost \$192,700; Base Electrical - Cost \$50,000; Electrical distribution by tender, \$142,600 and Fire Suppression by tender, \$305,900.

Miscellaneous items include: Construction fencing, temporary lighting, scoping of underground plumbing, Porta John have costs to date of \$16,000. Design & Engineering including engineer design and preparation of tenders will come in at \$50,000.

## Debert Aviation Centre – The Beginning

By Maurice Rees

As part of council's committee meeting on January 15th, they were presented with a report on the former Orenda building in the Debert Industrial Park, which the Municipality purchased last July following a foreclosure of the abandoned hangar and have renamed it Debert Aviation Centre in anticipation of the large facility becoming an iconic attraction for significant increase in aviation business activity.

The property sits on about six acres. Last summer the foreclosure asking price was \$650,000, but the municipality acquired it for \$525,000, lower than at least two other offers, both of which were conditional. A tenant, as of yet unidentified, is awaiting completion of updating for the initial space they require now. When renovations and updates are completed the company will be taking significant additional space, but here will be lots of additional space for future tenants.

Over the past couple of years, there have been various discussions with Halifax International Airport Authority who had expressed the possibility some of the companies there might relocate to Debert, Halifax was running out of space. All that



planning and conjecture occurred prior to the Covid19 pandemic, which has had very negative impact on airlines and may be causing nervousness about the supplier network.

Early last fall, the municipality completed and approved an extensive multi-year renovation and modernization plan

In July of 2020, the Municipality purchased an abandoned, former aircraft hangar that had been foreclosed on by the mortgage company. Council recognized that in order to grow business at the

Debert Airport, a hangar facility was required for sale or lease. At the time of purchase, the Municipality was dealing with two aviation companies, seriously interested in locating at the Debert Airport. The challenge was the hangar was too large for either

company to purchase.

The vision for the Debert Aviation Centre vision is to create a multi-tenant hangar and office facility that attracts a cluster of GA (general aviation) and support businesses. Purchase of the hangar was a strategic decision by Council that helps to position Debert as the supporting airport to Halifax Stanfield International Airport. It is common for larger, regional airports to have affiliation with a smaller, nearby airport that provides affordable space for smaller aircraft and avionics and aircraft maintenance businesses.

These businesses require an airside location but can conflict with airside activity at a larger airport. Halifax Stanfield has been supportive of the concept and efforts continue to build that relationship.

## Alternative Ways to Improve Records Processes

Nova Scotia Health is no longer considering a transition of the management of its electronic health records to an external vendor at this time. This decision is being made after additional business planning, as well as feedback from employees and health care providers.

In late 2020, Nova Scotia Health provided local unions and affected employees with notification of plans to transition the management of its electronic health records (scanning and archiving) to an external vendor.

Over the coming weeks and months, Nova Scotia

Health is considering internal alternatives to address the quality and backlog issues to continue to provide timely access to accurate patient information for health care providers to support them in providing the best care to patients.

## Forest Management Guide Public Consultation

Public consultations have opened on a draft forest management guide, now titled the Silvicultural Guide for the Ecological Matrix. Once finalized and implemented, this technical guide will outline allowable silviculture and timber harvest methods within matrix zones on Crown land.

The triad model of ecological forestry being adopted on Crown land consists of three legs that work together: conservation zones, high production forestry zones and mixed use or matrix zones. Key changes reflected in this draft guide include prioritizing biodiversity, considering natural disturbances in management decisions and greatly reducing clearcutting on the Crown land matrix zones where the guide will be applied.

Anyone interested can visit <https://novascotia.ca/natr/consultation/forest-management-guide-public-consultation.asp>, to view a summary of the stakeholder consultations to date, read the new draft guide and provide feedback by email. The guide is only available in English. However, the department will accept feedback in either English or French. Consultations will close before end of February.

Work on another leg of the triad, high production forestry areas, continues and the final report for the first phase of this leg is expected to be released early this year. The report, which will outline criteria for site selection, was informed by public and targeted stakeholder consultations held in 2020.



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