

**MINUTES
SPECIAL REGULAR BOARD MEETING
FEBRUARY 4, 2013**

CALL TO ORDER:

President Nathaniel Williams called the Special Regular Board Meeting to order at 9:21 a.m.

ROLL CALL:

Present: Silas Wilkerson, Pastor Johnson, Nathaniel Williams, Nicole Thorn, and David Bochnowski.

Absent: Attorney Cornell Collins and Ross Amundson. [Ross present by phone].

<p>Executive Session Attendance:</p>

<p>Silas Wilkerson, Pastor Johnson, Nathaniel Williams, Nicole Thorn and David Bochnowski.</p>
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PRESIDENT WILLIAMS STATED THAT PURSUANT TO I.C 5-14-1.5-6(D) THE BOARD OF DIRECTORS OF GARY/CHICAGO INTERNATIONAL AIRPORT AUTHORITY HEREBY CERTIFIES THAT IT DISCUSSED NO SUBJECT MATTER IN THE EXECUTIVE SESSION OTHER THAN THE SUBJECT MATTER SPECIFIED IN THE PUBLIC NOTICE.

ATTENDEES:

ATTORNEY PATRICK LYP

S. LANDRY

C. KETIH

D. SCOTT

B. GYURKO – GYY PROJECT MANAGER

WIL DAVIS – GARY JET CENTER

PAUL KARAS – GARY JET CENTER

KEITH BENMAN – THE TIMES

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DIRECTOR'S REPORT:

➤ **Legislative**

Relative to Senate Bill 585, Pastor Johnson recommended hiring a consultant, in an amount not-to-exceed \$10,000.00, to monitor proposed state legislation. This Bill deals mainly with establishing a land-based Casino in Gary. But it also contained sections authorizing changes to the Airport Authority by expanding members from seven (7) to eleven (11). Pastor Johnson was adamant about control of the airport remaining in the hands of Gary.

Attorney Lyp suggested the recommendation include authorizing President Williams to sign the contract once a consultant was identified.

IT WAS MOVED AND SECONDED TO HIRE A LEGISLATIVE CONSULTANT TO REPRESENT GCIAA AND AUTHORIZE PRESIDENT WILLIAMS TO SIGN THE CONTRACT ONCE THE CONSULTANT WAS IDENTIFIED.

ROLL CALL

Mr. Wilkerson	Aye
Pastor Johnson	Aye
Mr. Williams	Aye
Mrs. Thorn	No
Mr. Bochnowski	Aye

MOTION CARRIED.

➤ **FAA Compliance**

Steve stated that the periodic inspection was conducted January 8-9, 2013. The airport received a warning letter pertaining to two items:

1. ARFF requirements – two firefighters did not complete their live fire training. A conversation was held with Chief McClinton and corrective steps taken to ensure this would not happen again.
2. Handling & storing of hazardous substance/materials relative to the aircraft fuel servicing vehicles operated by the FBO/Gary Jet Center – specifically – parking of vehicles 50 feet or more from building and 10 feet or more from each other. Discussion was held with GJC General Manager regarding alternate parking arrangements of the fuel vehicle trucks. An agreement was reached and a directive letter was issued formalizing GYY's point of view.

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Discussion ensued as to whether this inspection was announced or unannounced. Also it was clarified that the firefighters working had completed the training in question. Steve responded that the facility was always staffed with at least the minimum amount of certified fire fighters.

➤ **GSD Settlement**

Attorney Lyp gave a brief history relative to Buffington Harbor tapping into the airport sewer line for the purposes of treating their sewage. Between 1996 and 2009 the entire bill for sewage, for everyone tapped in the line, was paid by Buffington Harbor and Majestic Star Casino. Patrick explained the process from 1996-2009 relative to how the billing was paid and also the fact of Majestic Star Casino filing bankruptcy. He added that it has taken this amount of time to get the matter resolved. Patrick explained the settlement proposal and recommended acceptance based upon Airport Director and Board review – plus authorization for Board President to sign once finalized.

IT WAS MOVED AND SECONDED TO ACCEPT THE GSD SETTLEMENT AND AUTHORIZE SIGNATURE BY BOARD PRESIDENT.

ROLL CALL

Mr. Wilkerson	Aye
Pastor Johnson	Aye
Mr. Williams	Aye
Mrs. Thorn	Aye
Mr. Bochnowski	Aye

MOTION CARRIED.

OLD BUSINESS:

None.

NEW BUSINESS:

None.

PUBLIC INPUT:

Wil Davis, Gary Jet Center, responded to the warning from the FAA relative to parking compliance. He stressed that after 22 years GJC was definitely aware of the rules as it related to fueling aircraft. The fueling trucks are diesel and if they were not plugged in during the winter they would not start.

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Years ago, at GJC expense, a receptacle was installed at the terminal building – 50 feet from the building – which was the requirement. The same applied to the Boeing Hangar. GJC and staff were aware of the inspection and the Inspector understood the problem as far as being able to hook trucks up so they would start. The Inspector agreed that if GJC parked their trucks in a certain area he would sign off on it. This is a regulation that had to be agreed upon by the airport. GJC met with Chief McClinton and he signed off on it. Unfortunately, Mr. Landry was unaware of this since he did not have any communication with Chief regarding the matter. However, this situation has been resolved with a letter from GJC to Mr. Landry and the Airport Board. GJC is proactively working with airport staff – as always.

ADJOURNMENT:

The meeting was adjourned at 9:40 a.m.

MINUTES TRANSCRIBED BY D. SCOTT

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MINUTES APPROVED

Nathaniel T. Williams, President GCIAA