

Orlando Sentinel

BUSINESS

BRIDG gets defense grant worth up to \$20M

BY MARCO SANTANA

A high-tech sensor research facility in Kissimmee has landed its first major contract with the Department of Defense, one that could eventually lead to \$20 million in funding for building new technology to defend the nation's microelectronics.

Officials with 2-year-old BRIDG, which is striving to establish the region as a national leader in sensors, said the money will help the site develop new technology that will enable faster and more-efficient electronics for the military.

"This positions BRIDG to be at the forefront of protecting our nation's technical leadership and global competitiveness," BRIDG CEO Chester Kennedy said in a release.



The contract has a more symbolic meaning, as well.

As the first from the Department of Defense, it could signal to other agencies, manufacturers and large private defense companies that BRIDG is a viable option, officials said in the release.

Among the quickly emerging industries that the facility hope to lead in are 5G, the Internet of Things and sensor production.

The government's Industrial Base Analysis and Sustainment office, which boosts programs that may not be receiving the necessary investment to sustain a project, awarded the contract.

Microelectronics are generally outsourced to businesses in other countries, officials said.

"In order to retain the leading edge for our warfighters, we must take the necessary steps to increase domestic development and manufacturing capacity for critical emerging technologies," U.S. Sen. Marco Rubio said in a release. "BRIDG is very well positioned to provide the Defense Department with this critical, next-generation technology that will strengthen national security and cyber resiliency for the United States defense industrial base."

BRIDG, a not-for-profit, public-private-partnership in Osceola County, operates an advanced microelectronics fabrication plant using state-of-the-art manufacturing.

"BRIDG is well-positioned to be a 'trusted foundry' on the front lines of developing sensors and other microtechnology domestically to strengthen and protect our U.S. Military," U.S. Rep. Darren Soto said in an emailed statement.

The facility is the anchor to NeoCity, an emerging technology cluster in Osceola County.

Got a news tip?
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Business briefing



Copetti

PEOPLE ON THE MOVE

Cleberto Copetti, Real Estate Compass LLC, was elected as a director of the Orlando Regional Realtor Association.



Ditmar

Ryan Ditmar, Lineage Real Estate, was elected as a director of the Orlando Regional Realtor Association.



Fitzgerald

Jonathan Fitzgerald, Charles Rutenberg Realty Orlando, was elected as a director of the Orlando Regional Realtor Association.

Submit professional appointments, management-level promotions and significant awards for individuals (not companies), along with photos, online at OrlandoSentinel.com/submit-peopleonmove. Or email them to peopleonmove@orlandosentinel.com with photos as .jpg attachments.



HKS Architects revised the master plan for its Sports and Entertainment District across from the Amway Center. The pedestrian plaza, shown in this artist illustration, now extends throughout the entire property.

Magic's entertainment district price tag exceeds \$500 million

Updated master plan includes more hotel rooms, office space

BY LAURA KINSLER

The Orlando Magic has filed an updated master plan for its downtown Orlando Sports + Entertainment District that's expected to more than double the original \$200 million project budget, according to a report in GrowthSpotter.

Magic Senior Vice President Joel Glass told GrowthSpotter that the mixed-use district will be built starting next year on 8.4 acres across from Amway Center.

It will now cost "well over \$500 million," he said.

The district, designed around an open pedestrian plaza through the length of the property, will contain nearly 110,000 square feet of retail space, a conference center hotel with 80,000 square feet of event space, offices, apartments and a 2,500-space parking garage.

Team executives released the reconfigured site plan and conceptual renderings to the public over a year ago, but it had not sought to amend the Planned Development with the city until this month.

The application package maintains the 2018 concept but in-

creases the number of hotel rooms by 50 and more than doubles the amount of office space from the original 200,000 square feet to 420,000 square feet.

S+ED Director Pat Gallagher said office tower would now rise to 18 stories, which includes the ground-floor retail, multilevel parking structure and commercial office space. The Orlando Magic's new headquarters would occupy 40,000 square feet in the office tower.

The team isn't releasing the names of any tenants yet. Nor has it revealed the hotel brand or development partner for the apartment community.

The retail space will lean heav-

ily on dining and entertainment. Gallagher said he's looking for retailers that will cater to a "lunch and dinner crowd." In addition to the ground-floor retail, there will be opportunities for renting space on rooftops within the district, he said in August.

The bottom floor of the L-shaped parking garage is proposed to function exclusively as a mobility hub featuring rideshare/taxi staging areas and pick up and drop off lanes, according to the plan. The 310-unit apartment tower would be built atop the shared garage.

To read the full story, go to GrowthSpotter.com and subscribe.

Senators grill Boeing CEO over two fatal crashes

Families of victims carry pics of loved ones at hearing

BY DAVID KOENIG

Associated Press

Boeing CEO Dennis Muilenburg faced withering questions from senators Tuesday about two crashes of 737 Max jets and whether the company concealed information about a critical flight system.

"We have made mistakes, and we got some things wrong," Muilenburg conceded.

Some members of the Senate Commerce Committee cut Muilenburg off when they believed he was failing to answer their questions about a key flight-control system implicated in both crashes.

Boeing successfully lobbied regulators to keep any explanation of the system, called MCAS, from pilot manuals and training. After the crashes, the company tried to blame the pilots, said Sen. Richard Blumenthal, D-Conn.

"Those pilots never had a chance," Blumenthal said. Passengers "never had a chance. They were in flying coffins as a result of Boeing deciding that it was going to conceal MCAS from the pilots."

Muilenburg denied that Boeing ever blamed the pilots. Several times this spring and summer he said the accidents were caused by a "chain of events," not a single factor.

The comments were widely seen as deflecting blame, including to the pilots.

The CEO told senators Tuesday that Boeing has always trained pilots to respond to the same effect caused by an MCAS failure — a condition called runaway trim — which can be caused by other problems.

Muilenburg and Boeing's



WIN MCNAMEE/GETTY

Boeing CEO Dennis Muilenburg prepares to testify Tuesday before the Senate Commerce Committee in Washington.

chief engineer for commercial airplanes, John Hamilton, spent about 80 minutes at the witness table.

The committee then heard from two safety officials who helped shape reports about the Boeing plane.

The hearing took place one year after a 737 Max crashed off the coast of Indonesia and more than seven months after a second crash in Ethiopia.

In all, 346 people died. Muilenburg's testimony was the first by a Boeing executive since the crashes. The CEO is scheduled to testify before a House committee Wednesday.

Indonesian investigators say Boeing's design of MCAS contributed to the crash of a Lion Air Max last October.

Ethiopian authorities are continuing to investigate the second crash, involving a plane flown by Ethiopian Airlines, which led to a worldwide grounding of the plane.

"Both of these accidents were entirely preventable," committee Chairman Roger Wicker, R-Miss., said.

More than a dozen relatives

of passengers who died in the accidents attended the hearing. Wicker invited them to stand and hold up large photos of their relatives, which they had carried into the room.

Muilenburg turned in his seat to look at them.

In Indonesia, the CEO of Lion Air vowed Tuesday to follow recommendations from a probe into the disaster. Relatives of victims scattered flowers on waters where the aircraft went down a year ago.

Muilenburg told senators that Boeing is in the final stages of updating flight software to improve safety by adding redundancy — tying MCAS to a second sensor and second computer at all times, and making the system's ability to push a plane's nose down less powerful.

Chicago-based Boeing hopes to win Federal Aviation Administration approval by year end to return the plane to flight.

The FAA is also coming under scrutiny for relying on Boeing employees to perform some certification tests and inspections. It's an approach FAA has followed for many years.

13 automakers take Trump's side in fight over emissions

BY TOM KRISHER AND ELLEN KNICKMEYER

Associated Press

WASHINGTON — General Motors, Fiat Chrysler, Toyota and 10 smaller automakers are siding with the Trump administration in a lawsuit over whether California has the right to set its own greenhouse gas emissions and fuel economy standards.

The companies said this week that they will intervene in a lawsuit filed by the Environmental Defense Fund against the administration, which is planning to roll back national pollution and gas mileage standards enacted while Barack Obama was president.

The group calls itself the "Coalition for Sustainable Automotive Regulation" and includes Aston-Martin, Ferrari, Hyundai, Isuzu, Kia, McLaren, Maserati, Nissan, Subaru and Suzuki.

"With our industry facing the possibility of multiple, overlapping and inconsistent standards that drive up costs and penalize consumers, we had an obligation to intervene," said John Bozzella, CEO of Global Automakers and spokesman for the coalition.

The move puts the automakers at odds with four other companies — BMW, Ford, Volkswagen and Honda — which have decided to back California and endorse stricter emissions and fuel economy standards than President Donald Trump has proposed.

Although the coalition opposes California's right to set standards, it still wants Trump and the state to compromise on one national regulation. Trump has proposed freezing the Obama-era standards at 2021 levels.

GM, Fiat Chrysler and Toyota make more money off larger, less-efficient vehicles than most of their competitors, said Alan Baum, a Detroit-area consultant who does work for the auto industry and environmental groups.