

**RESOLUTION NO. 2003-1
OF THE
GOVERNOR'S AVIATION ADVISORY BOARD**

The Governor's Aviation Advisory Board, upon formal motion and after due consideration of relevant facts, hereby

- A. Recommends to the Governor that an airport authority be established to operate the Fairbanks International Airport and Ted Stevens Anchorage International Airport; that
- B. The authority be vested with the following powers:
1. The power to hire and supervise the managers;
 2. The power to control labor relations and contracts to the extent State law allows;
 3. The power to establish its operating and capital budgets by the sole authority of the Authority's Board, outside the Executive Budget Act and independent of annual legislative appropriation;
 4. The power to sell revenue bonds by the sole authority of the Authority Board and independent of specific legislative approval;
 5. The power to exercise eminent domain by the sole authority of the Authority Board;
 6. The power to adopt an independent procurement policy;
 7. Police powers; that
- C. The Authority Board consist of seven members with staggered four-year terms, providing continuity by having no more than two positions come open for appointment or re-appointment in a given year, each to be appointed by the governor and removable only for cause ; that
- D. At least two board seats be designated for residents of the Fairbanks North Star Borough and at least three from the Municipality of Anchorage, each other seat being undesignated at-large; and that
- E. The legislation establishing the authority include a charter declaring the following intent:

The Authority Board and each board member are charged with maintaining or increasing the economic and operational effectiveness of each airport operated by the Authority. It is the duty of the Board to operate each airport to provide maximized services to satisfy the transportation needs of its community, region, and

national and international markets. While recognizing any actual differences in the nature and scope market demand and other economic considerations relevant to each airport, the Board is charged not to allow one airport to degrade or to be ignored in preference for another as to either operating resources or capital improvements; that

- F. The Advisory Board's recommendation of the establishment of an authority is conditioned upon the terms stated above, and the Advisory Board cautions that it may not be beneficial or desirable to establish an authority if the terms are other than stated in this recommendation; and that
- G. The Advisory Board continues to study the structure and operation of the other state-owned airports and intends to recommend a plan for operation of those airports upon completion of that study.

Approved: FEBRUARY 4, 2004


Richard Wien, Chair