



1.0 INTRODUCTION

1.1 Airport Master Plan Description

This 2025 Deadhorse Airport Master Plan (plan) update provides guidance for the orderly development of the Deadhorse Airport (SCC) over the next 20 years. The plan was prepared between 2022 and 2025 and replaces the previous master plan, published in August 2012. The plan was developed in accordance with the Federal Aviation Administration (FAA) Airport Master Plan Advisory Circular (AC) 150/5070-6B *Airport Master Plans*.

A definition of an airport master plan and its primary components and steps are described below.



The products of this airport master plan process include this master plan report and an Airport Layout Plan (ALP) that depicts how airport development can be completed in accordance with FAA design standards (Chapter 8). This plan describes development priorities and schedules, using a phased 20-year Capital Improvement Program (CIP) (Chapter 6).



1.2 Regional Setting

SCC is located in Deadhorse, an unincorporated community located within the Census-designated place of Prudhoe Bay. The airport is approximately 7.5 miles south of Prudhoe Bay on the shore of the Beaufort Sea and is the primary airport serving the Prudhoe Bay oil field. Infrastructure consists of airfield facilities including the runway and associated taxiways and aprons, aviation-related businesses, and industrial businesses supporting the oil industry.

Prudhoe Bay is a large oil field in the North Slope Borough (NSB) and is the northern terminus of the Trans-Alaska Pipeline System (TAPS), which extends from the oil fields approximately 800 miles south to Valdez. Prudhoe Bay is approximately 380 air miles north of Fairbanks. Figure 1-2 depicts the location of Prudhoe Bay and SCC.

The Dalton Highway (Alaska Route 11) connects Prudhoe Bay and SCC with Fairbanks. The highway is the primary route for heavy freight, with lighter freight and time-critical freight being transported by aircraft. Public access to the north, beyond SCC, is limited for security purposes of the oil field. SCC may also be accessed by marine waters during ice-free periods in the summer.



Figure 1-1: Location and Vicinity



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1.3 Stakeholder Involvement

Issues, needs, alternatives, and recommendations for developing a master plan are heavily influenced by the input of a wide array of airport users and stakeholders. Development of the Deadhorse Airport Master Plan considered formal and informal methods of providing user/stakeholder input as documented in Appendix A, including:

- User interviews
- A project website with a project email address
- Attendance at stakeholder meetings and special meetings – one-on-one meetings with the military, airport users, and tenants
- A State of Alaska Department of Transportation and Public Facilities (DOT&PF) Teams group comprised primarily of DOT&PF staff
- Public meetings at the beginning, during the alternatives evaluation, and at the Recommended Plan stages. Three public meetings were held in Anchorage because many of the corporate headquarters of airport users are based in Anchorage (Figure 1-2)
- Airport master plan information was also presented to airport tenants in Deadhorse during a meeting about the upcoming airport drainage and fence project.



Figure 1-2: Public Meeting in Anchorage

Deadhorse Airport Master Plan



DOWL, LLC (DOWL) conducted interviews by phone and during a site visit in Deadhorse on February 6 and 7, 2023. DOWL also interviewed and met with DOT&PF and NSB staff, military representatives, and airport tenants in early 2023. Key master plan issues discussed include:

Airport Use

- The ConocoPhillips Alaska, Inc. (CPAI) Willow Project and other oilfield development could dramatically expand airport use, especially during the construction phase.
- Potential for increased military training activity.

Airfield

- Runway length needed for civilian and military operations.
- Pavements need frequent repairs/resurfacing and shoulders easily erode.
- Airfield navigational aids (NAVAIDs) and electrical/lighting systems need updating.
- Separate area needed for rotorcraft operations.
- More space needed for military operations.

Lease Lots

- Several existing airside lease lots are underused with old buildings/pavements.
- Need for more lease lots for future expansion.

Other

- A project under design by DOT&PF addresses drainage/ponds along the runway and parallel taxiway, including a new perimeter fence and access road on the south, east, and west side of the airport, and drainage improvements and resurfacing of Deadhorse Drive.