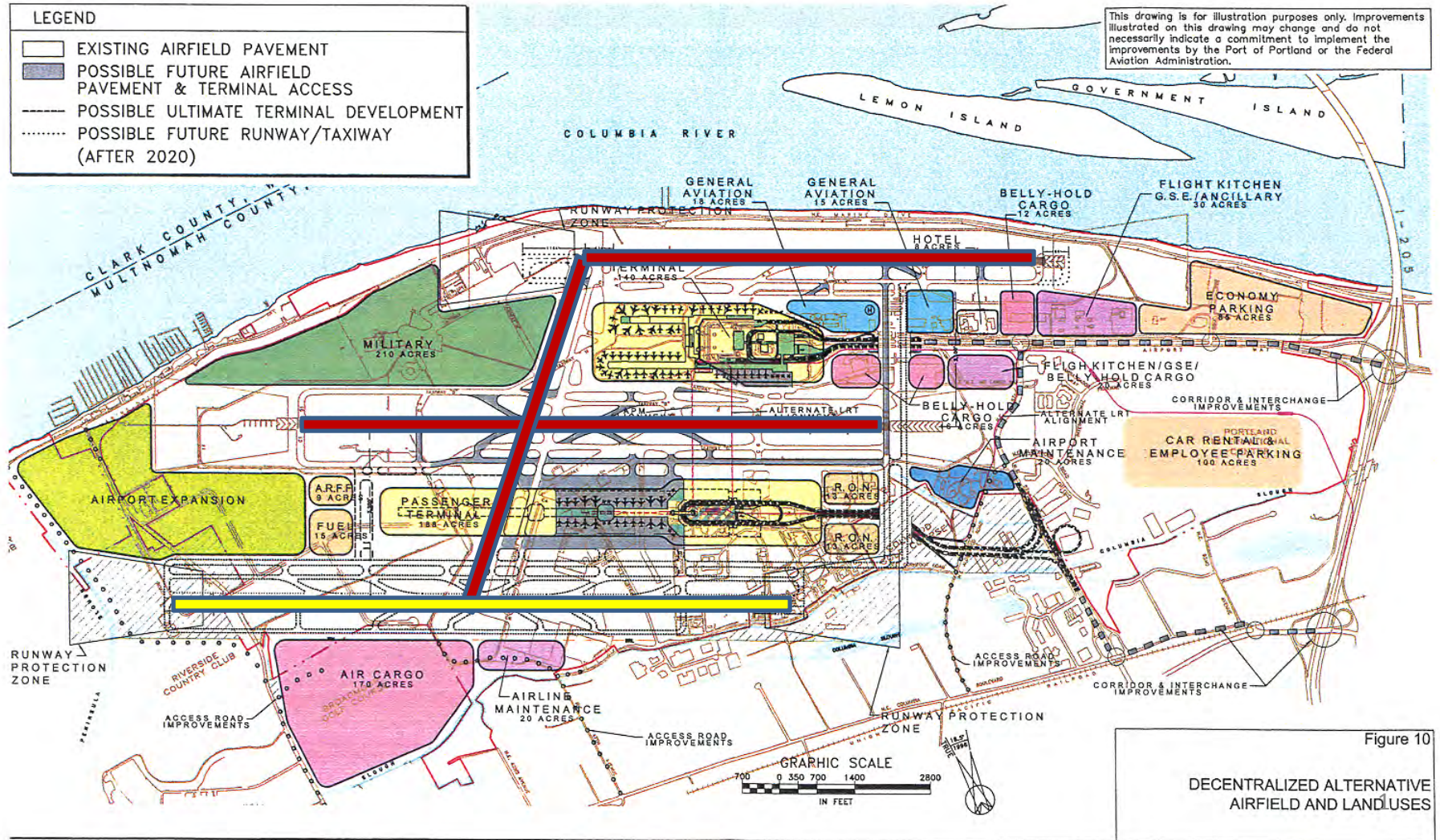
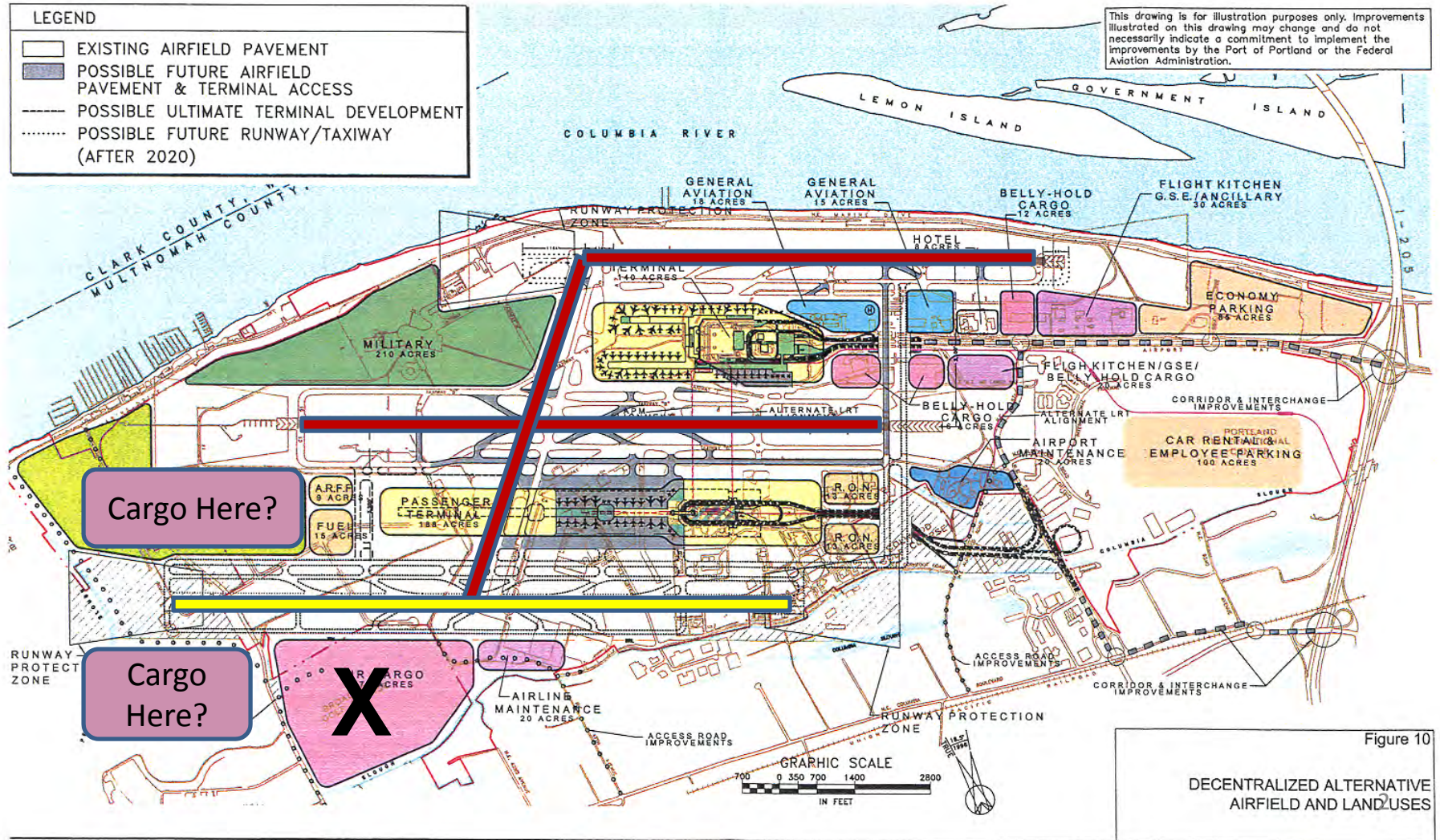


# D1 Decentralized



# D1 Decentralized – Modified



# D2 Decentralized – No 3<sup>rd</sup> Runway



**LEGEND**

- EXISTING AIRFIELD PAVEMENT
- POSSIBLE FUTURE AIRFIELD PAVEMENT & TERMINAL ACCESS
- POSSIBLE ULTIMATE TERMINAL DEVELOPMENT
- POSSIBLE FUTURE RUNWAY/TAXIWAY (AFTER 2020)

This drawing is for illustration purposes only. Improvements illustrated on this drawing may change and do not necessarily indicate a commitment to implement the improvements by the Port of Portland or the Federal Aviation Administration.

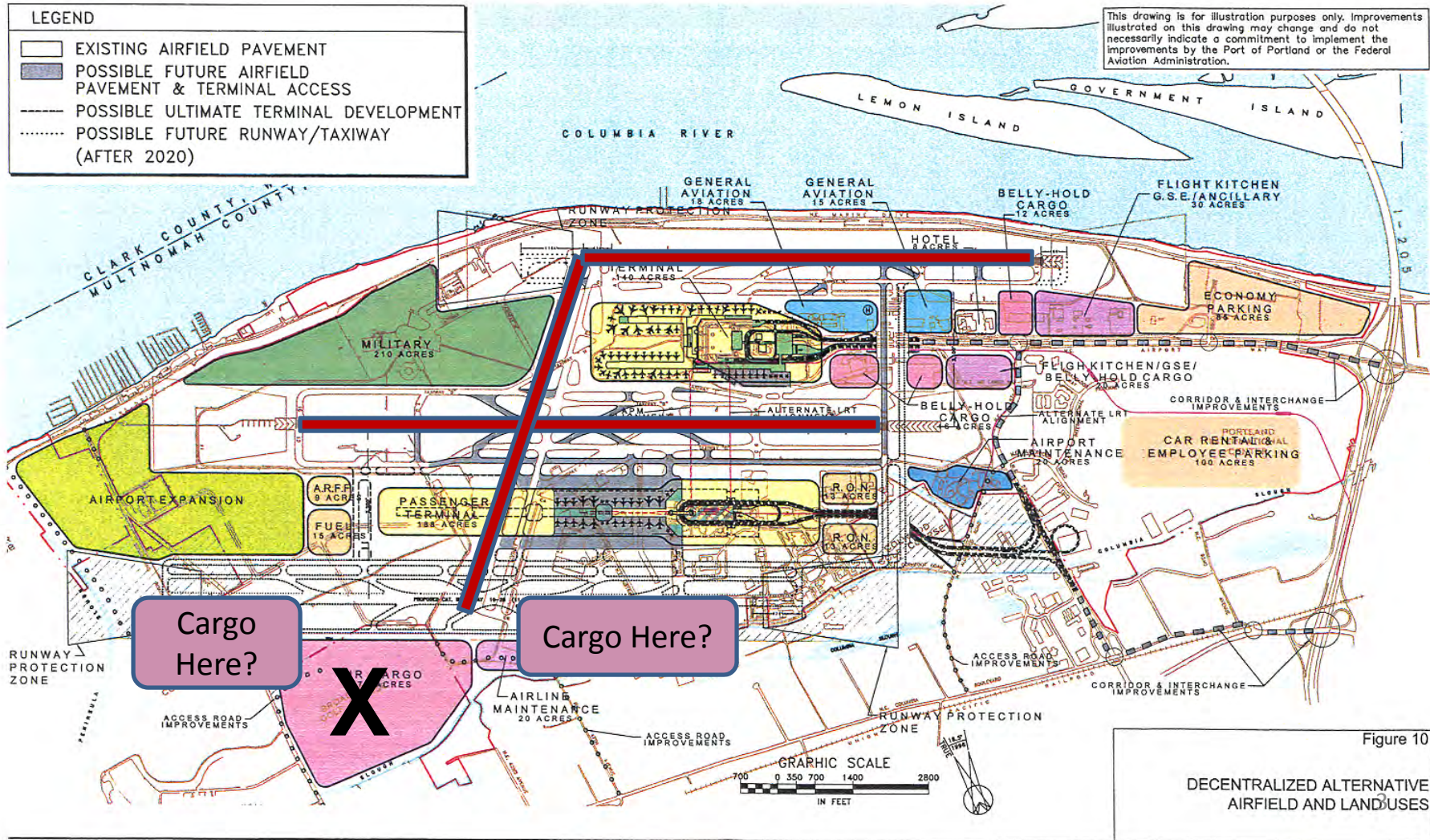


Figure 10  
DECENTRALIZED ALTERNATIVE AIRFIELD AND LAND USES



# C1 Centralized



**LEGEND**

- EXISTING AIRFIELD PAVEMENT
- POSSIBLE FUTURE AIRFIELD PAVEMENT & TERMINAL ACCESS
- POSSIBLE ULTIMATE TERMINAL DEVELOPMENT
- POSSIBLE FUTURE RUNWAY/TAXIWAY (AFTER 2020)

This drawing is for illustration purposes only. Improvements illustrated on this drawing may change and do not necessarily indicate a commitment to implement the improvements by the Port of Portland or the Federal Aviation Administration.

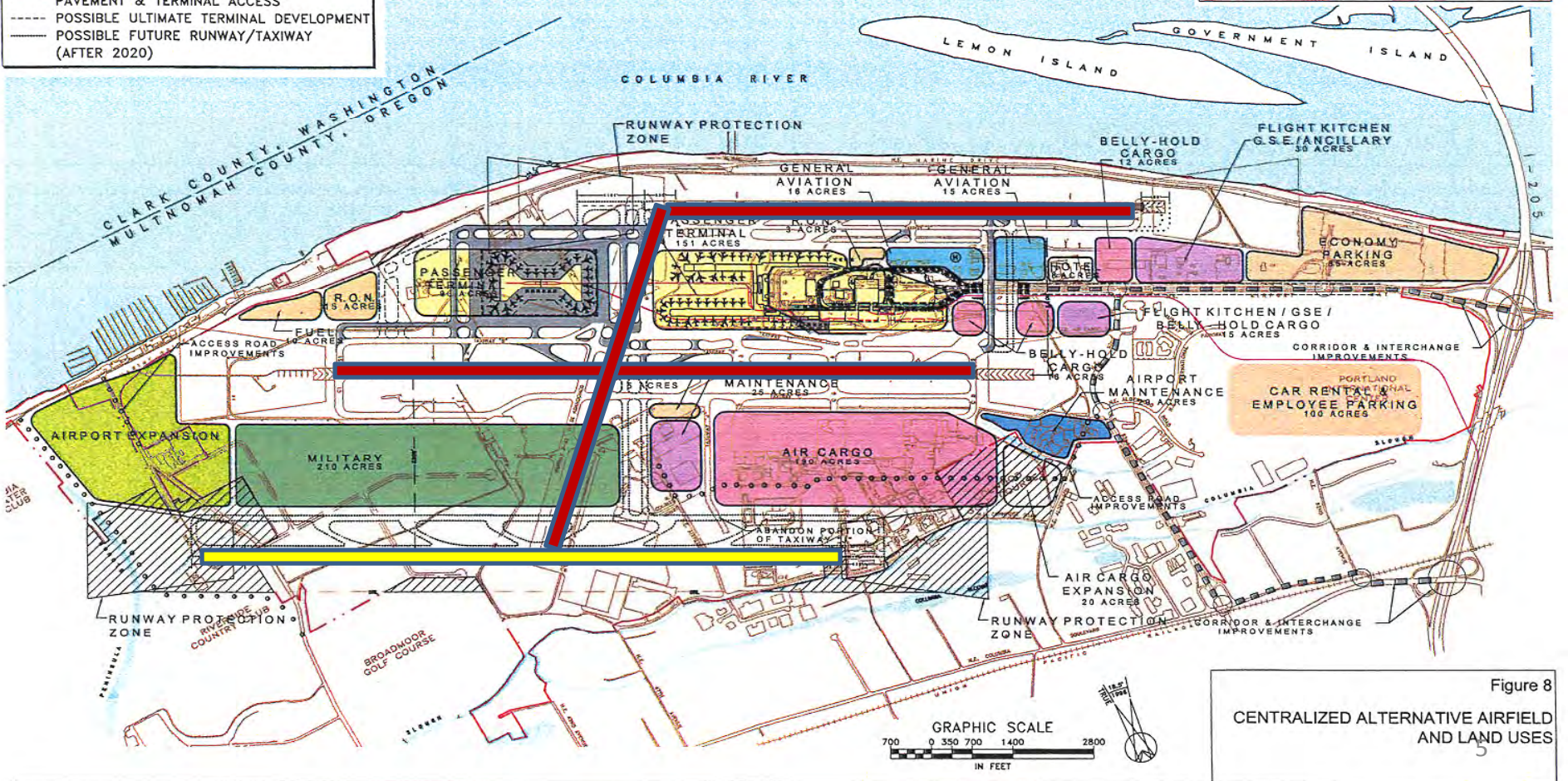
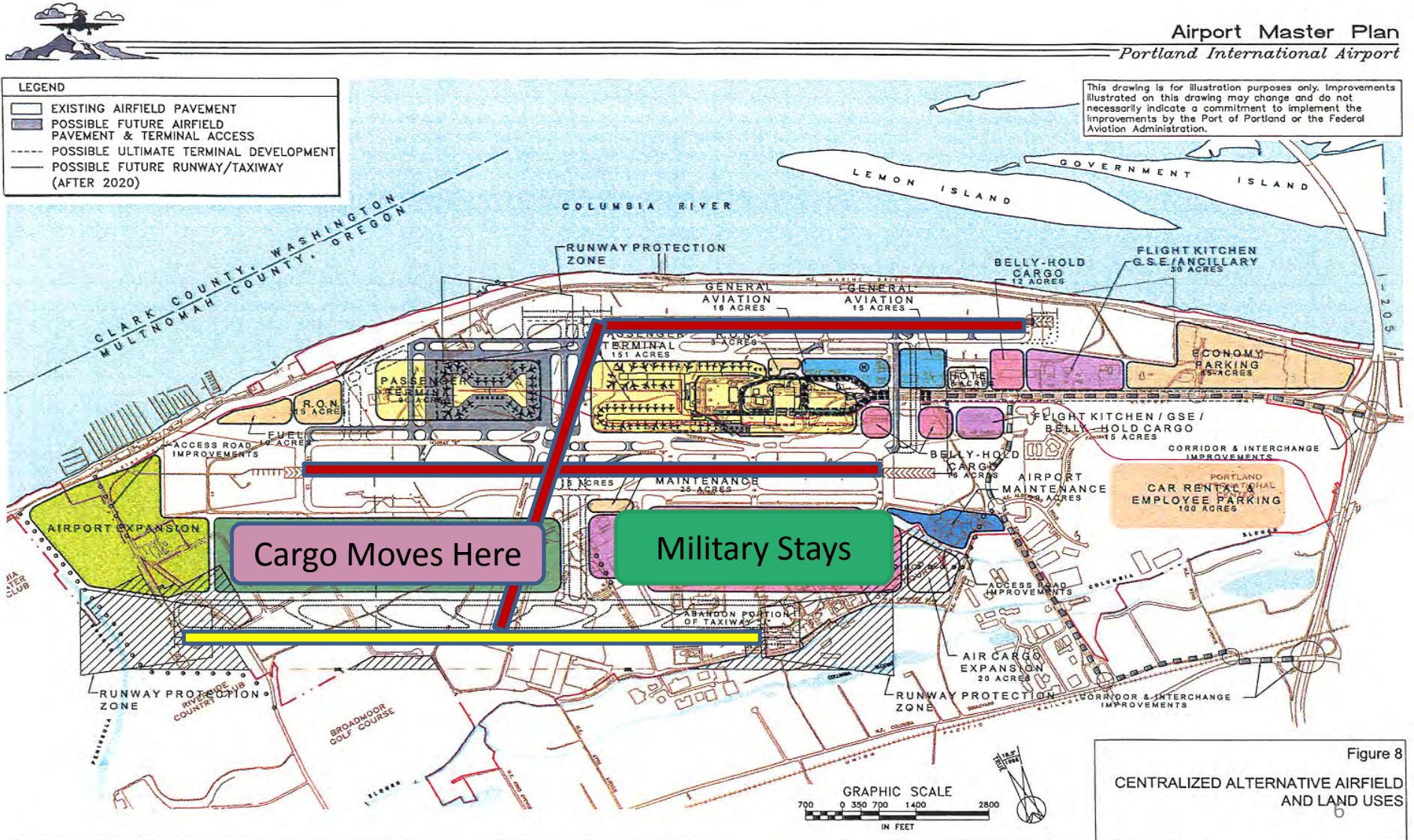
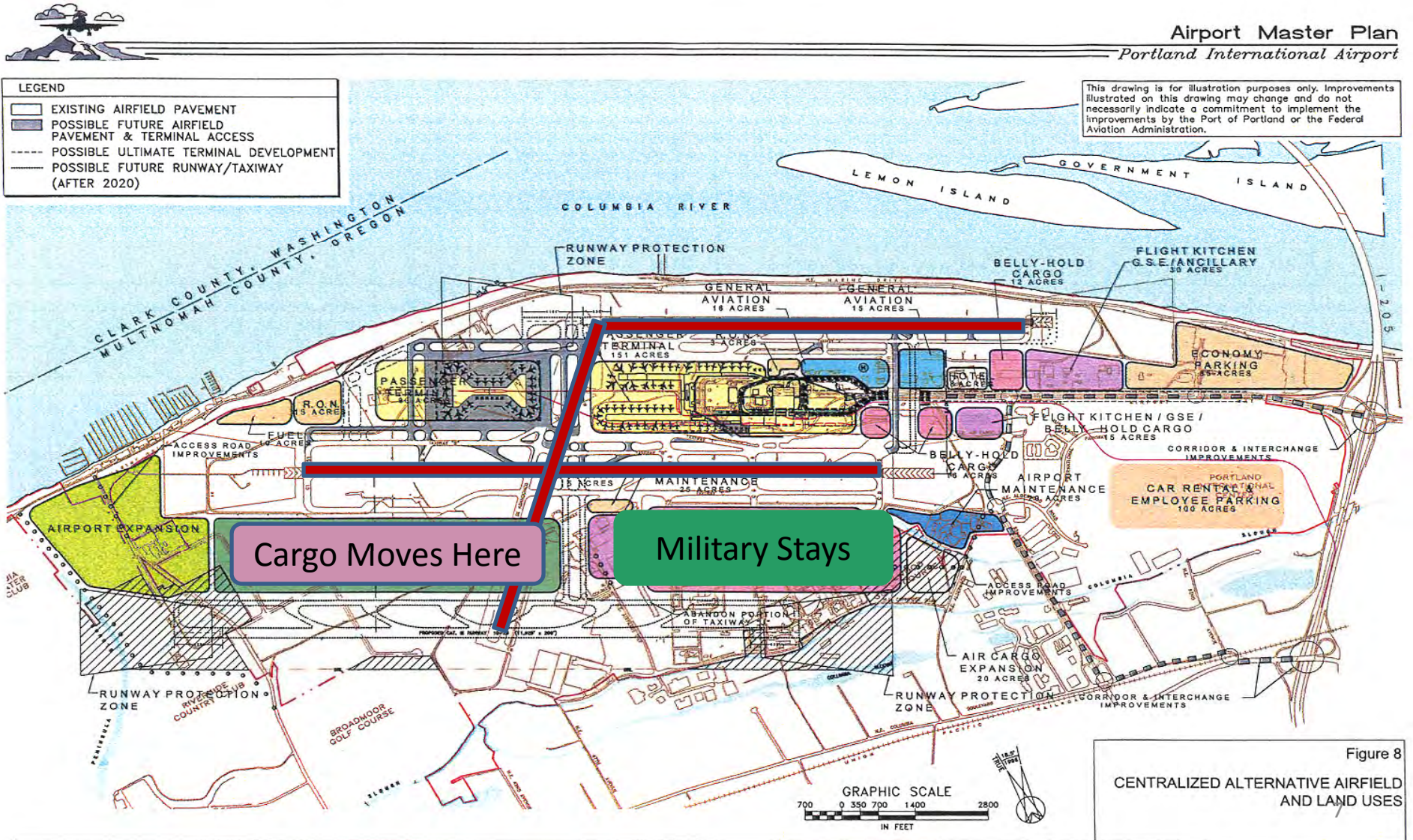


Figure 8  
CENTRALIZED ALTERNATIVE AIRFIELD  
AND LAND USES

# C1 Centralized - Modified



# C2 Centralized – No 3<sup>rd</sup> Runway



# C3 Centralized – No Military

