



Important Note: This graphic depicts potential airport land uses in the 2010 to 2012 timeframe at Oakland International Airport (OAK). This drawing is part of the study and adoption of a master plan for OAK. Because the master plan is conceptual in nature, the Port may or may not actually propose any of the uses depicted in the graphic or within the timeframe referenced. Whether any land use will be proposed is subject to a number of factors, including market conditions, availability of funding, environmental constraints, etc. Each individual land use depicted may be independent of or may be related to other uses.

Oakland International Airport Master Plan

August 2005

Near-Term Land-Use Map (2010-2012)

LEGEND

- Airfield (A)
- Passenger Facilities (PF)
- Cargo (C)
- Airline-Related Support (ARS)
- General Aviation (GA)
- Aviation-Related Business (ARB)
- Recreation (R)
- Undesignated (U)
- PF (RON) and ARS and C (replacement)
- ARS or GA or C
- ARS or A or PF

Note: White letters on map highlight land uses that have changed from the prior time period.

- Buildings
 - Runways
 - Taxiways
 - Future Taxiways
 - Roadways
 - Future Roadways
 - Land
 - Water
 - Wetlands
 - Bay Trail
- Map not to scale



Note: This graphic is a work-in-progress and was prepared by the Port as part of a master plan for Oakland International Airport. This conceptual graphic is preliminary and must be interpreted in the context of other master plan graphics, documents, and meeting discussions.