For Airfield, CUP, and security-sensitive areas at PDX. (If used as an attachment to a non-construction contract, include appropriately edited Section 015000.)

This master should be used by designers working on Port of Portland construction projects and by designers working for PDX tenants (“Tenants”). Usage notes highlight a few specific editing choices, however the entire section should be evaluated and edited to fit specific project needs.

SECTION 013513 - AIRPORT SECURITY, SAFETY, AND OPERATING REGULATIONS

1. GENERAL

Consult with Ops re work site access. Keep C if work or deliveries require access through the security fence. Edit remaining paragraphs of 1.1 accordingly. Edits affecting security protocol must be approved by appropriate personnel.

If work and all access is through the terminal, delete C, D, E, and F.

If work does not include the terminal or the concourses, delete A.

In all cases, do not delete or edit remainder of section.

* + - 1. AIRFIELD SECURITY
         1. The Contractor shall maintain security against unauthorized access to the airfield area through openings in the building exterior, which are within the work area, into portions of the Sterile Area and/or Restricted Area.
         2. Modifications to the airport security perimeter requires a 45-day notice to the TSA. The Port will submit the application for any changes required and the Contractor shall provide information regarding schedules, phasing, temporary measures, materials, methods, etc. Changes to the access control system requires close coordination and active communications between the Port and TSA thus the Contractor may be required to provide additional information during the 45-day review period.
         3. Access to the work site located within the Restricted Area shall be through the project security gate as shown on the drawings. If requested, the Port will provide a security officer at this gate who will control access to the Restricted Area. Valid PDX security badges and appropriate vehicle markings will be verified at each checkpoint. Individual vehicles and/or contents may be subject to inspection.
         4. The Contractor may be allowed to construct a temporary opening in the security fence provided need and location are approved by the Aviation Security Department. Temporary openings are allowed for no more than 60 days, unless otherwise approved by the Aviation Security Department. If a temporary opening is authorized, the Contractor shall provide a security officer to attend the opening in the security fence during the hours of operation. The Contractor-provided security officer(s) shall meet all entry control requirements as directed by the Port.
         5. Temporary openings in the security fence shall be properly secured when not in use or when they cannot be attended to by the authorized officer. Secure temporary openings with replaceable panels, temporary fencing, or a locked gate when not in use. Gates in temporary openings shall be locked with Port-provided locks. Only the Port will retain a key. The Contractor shall make arrangements with the Port to unlock such gates.
         6. Temporary fence replacement panels and gates shall provide the same level of security and protection against unauthorized access as the adjacent security fence. Temporary fences may utilize undamaged salvaged fence materials. Fence materials need not be galvanized, and posts may be driven. Temporary fence or gate fabric shall be 7 feet high, woven with 9-gauge carbon steel in a 2-inch mesh, and topped with 1-foot-high extension brackets and 3 strands of barbed wire. Temporary terminal posts shall be round, 2.875 inches O.D., and 5.79 pounds per foot. Line posts shall be round, 2.375 O.D., and 2.27 pounds per foot. No more than a 2-inch gap at the bottom of the fence will be allowed. Top rail need not be used provided a 7-gauge steel tension wire is utilized. Use of such panels is subject to the Port’s approval.
         7. All equipment and vehicles shall be positioned a minimum of 10 feet away from either side of the perimeter security fence.
      2. REGULATIONS FOR CONTRACTORS
         1. This section contains rules and regulations related to construction activities at Portland International Airport (PDX). To the extent that any rules and regulations contained in this section conflict with the rules and regulations now or hereafter adopted by the Port (PDX Rules), the PDX Rules shall control.
         2. The regulations contained in this section and the PDX Rules are subject to change at any time without notice. Current PDX Rules can be found on the Port’s public website athttps://popcdn.azureedge.net/pdfs/PDX\_Rules.pdf.
      3. DEFINITIONS AND ABBREVIATIONS
         1. Air Operations Area (AOA): This area includes aircraft movement areas, aircraft parking areas, loading ramps, and safety areas for use by aircraft regulated under FAA and TSA regulations, and any adjacent areas (such as general aviation areas) that are not separated by adequate security systems, measures, or procedures. This area does not include the Secured Area but is part of the Restricted Area (RA). The AOA is a Security Identification Display Area (SIDA).
         2. Airport Duty Manager: Airside operations staff who is responsible for managing the day-to-day operations on the airfield.
         3. Airport Security Coordinator (ASC): The person appointed by the airport operator to serve as the primary and immediate contact for security-related activities and communications with TSA.
         4. Airport Security Program (ASP): A PDX security program that describes security measures, policies, and procedures which are mandated and regulated by the TSA.
         5. Apron: All areas and facilities used for aircraft support and servicing operations. It includes the following subcomponents:

Aircraft parking positions - used for parking aircraft to enplane and deplane passengers, load or unload cargo.

Aircraft service areas - on or adjacent to an aircraft parking position. These areas are used by airline personnel/equipment for servicing aircraft and staging baggage, freight, and mail for loading and unloading of aircraft.

Taxilane - reserved to provide taxiing aircraft with access to and from parking positions.

Service/Fire lanes - identified routes on apron designated for aircraft ground service vehicles and fire equipment.

* + - * 1. Authorized Signatory: Person(s) named by each Contractor employee who will sign for the company’s PDX security badges and will validate that each applicant from their company and any subcontractors have a valid need for a PDX security badge and construction keys.
        2. Criminal History Record Check (CHRC): A review of a fingerprint-based criminal history record to determine if a person has been convicted of a disqualifying crime as mandated in TSR §1542.209.
        3. Central Utility Plant (CUP) environment: Areas restricted to public access within the fenced area surrounding the CUP or within the CUP itself.
        4. Equipment: Every self-propelled vehicle not capable of being used on a street or roadway.
        5. Ground control procedures: System of metering aircraft access between the parking and movement area that is controlled by the FAA Airport Traffic Control Tower (ATCT).
        6. Loading bridge: A device that facilitates the movement of passengers to/from a terminal gate to/from a parked aircraft.
        7. Movement area: The area of an airport open and used by aircraft for taxiing, takeoff, and landing. Aircraft or vehicle operations within this area require an air traffic control clearance.
        8. Operations Impact Coordinator: The person who is responsible for coordinating all operational impacts resulting from airside and landside construction/maintenance projects.
        9. Restricted Area (RA): All the areas within the perimeter fence, including the SA and AOA, are classified as Restricted Areas and access is limited to those personnel who possess and appropriately display PDX security badges issued in accordance with this ASP. The GA is the only non-SIDA portion of the RA.
        10. Ramp: Paved areas adjacent to runways and taxiways where aircraft are positioned for servicing or parking.
        11. Secured Area (SA): The area around the terminal where aircraft operators enplane and deplane passengers and sort and load baggage, and any adjacent areas not separated by adequate security measures. The SA is designated as a SIDA.
        12. Security gate: Any controlled, securable opening in the security fence.
        13. SIDA: Security Identification Display Area.
        14. Security Threat Assessment (STA): The TSA process of verifying that an individual is not a threat to civil aviation security by checking the individual against various U.S. Department of Homeland Security records.
        15. Sterile Area: The area in the terminal beyond the security screening checkpoints providing access to aircraft boarding gates and to which access is controlled by the TSA through the screening of persons and property.
        16. Terminal gate: An area where passengers enplane and deplane to/from an aircraft.
        17. Transportation Security Administration (TSA): The U.S. federal agency under the Department of Homeland Security responsible for regulating aviation security standards.
        18. Vehicle: Every licensed, self‑propelled vehicle capable of being used on a street or roadway.
        19. Work Area: Limits of work established by a perimeter boundary shown on the drawings or otherwise designated by the Port.
      1. PERSONNEL SECURITY REGULATIONS
         1. Access to Restricted Areas (Secured Area, AOA, CUP) and Sterile Areas:

The Contractor shall obtain and thoroughly review all PDX security badging requirements and PDX Rules pertaining to badging and airport security before commencing any work under this contract. Copies of security and badging information, and PDX Rules are available from the Port upon request. The Contractor shall warrant and ensure that any person who receives a PDX security badge meets all of the requirements for having a badge.

No personnel will be permitted within the airfield, CUP, Restricted Area, or Sterile Area environment without PDX security badges or authorized escorts. PDX security badges shall be obtained through the PDX Security Badging Office once all requirements have been met. Security training and fingerprint appointments shall be scheduled through the PDX Security Badging Office.

PDX security badges will be issued at the sole discretion of the Port and only to personnel physically working in the Airfield, CUP, Restricted Area, or Sterile Area environments.

All unbadged Contractor personnel, subcontractor personnel, material delivery personnel, or visitors with a legitimate business need shall be escorted by an individual who has been issued a valid PDX Secured Area badge in the Secured Area or a valid PDX AOA badge in the AOA locations. An individual with an appropriate and valid PDX security badge with an ‘E’ icon may escort no more than three unbadged personnel at any one time. Without exception, the PDX security badged individual shall stay within 10 feet of the people they are escorting and be within sight and sound at all times. All escorts must be registered at https://www.pdx.com/escort. Escorting may not be used to avoid the badging application process. An individual who has been disqualified through the CHRC or STA process will not be allowed access to the Secured Area, AOA, CUP, and Sterile Area; no exceptions will be made and escorting is not authorized.

The Contractor shall ensure that its employees, agents, subcontractors, suppliers or other invitees obtain PDX security badges and wear the badges provided by the Port at all times, or be escorted, when they are engaged in work at the airport. The PDX security badge shall be worn on the outermost garment above the waist and in plain view of those interacting with the employee. The Contractor shall ensure that any PDX security badge provided by the Port is returned promptly to the PDX Security Badging Office when the person to whom the PDX security badge was provided leaves the Contractor’s employment, no longer engages in work under this contract at the airport, or has an expired PDX security badge.

* + - * 1. Additional Access Requirements for Sterile Areas:

In addition to requirements of Paragraph 1.4 A, above, access to Sterile Areas necessitates the following be met:

Tools and other prohibited items may not be carried through any TSA-controlled security screening checkpoint into the Sterile Area. Arrangements shall be made for delivery of tools into the Sterile Area from the Secured Area. Tools and other prohibited items carried or utilized in the Sterile Area shall be under the direct control of the Contractor at all times, and shall not be left unattended and unsecured in the Sterile Area. Failure to adhere to this requirement will prompt an investigation as a violation of the ASP and PDX Rules.

No Contractor personnel may enter the Sterile Area in a manner that circumvents security screening at a TSA-controlled security screening checkpoint and board a plane as a passenger.

* + - * 1. Airport Security Identification Badges:

All PDX security badge applicants will be required to complete a CHRC and STA prior to issuance of a PDX security badge. The background check information will be evaluated for disqualifying criminal convictions before a PDX security badge is issued. Applicants authorized to receive PDX security badges shall successfully complete PDX security badge and applicable construction and endorsement/icon training classes provided by the Port. The average background investigation process takes approximately 3 days to 1 week. However, it may take 1 to 4 weeks to gain applicant approval in some situations.

There are four main types of PDX security badges and four endorsement/badge icons:

Badges:

AOA Badge: This purple photo identification badge shall be worn by all Contractor personnel (including subcontractors) who are working in AOA areas of the airport and are not authorized to enter the Secured Area and Sterile Area.

Secured Area Badge: This red photo identification badge shall be worn by all Contractor personnel (including subcontractors) who enter the Secured Area.

Sterile Area Badge: This gray photo identification badge shall be worn by all Contractor personnel (including subcontractors) who enter the Sterile Area without needing access to the AOA or Secured Area.

General Aviation Badge: This blue badge shall be worn by all Contractor personnel (including subcontractors) who are working in general aviation areas.

Endorsements/Badge Icons:

All endorsements/icons will be issued at the sole discretion of the Port.

‘C’ Construction Endorsement/Icon: Designates that an individual is employed by a Contractor or subcontractor. Computer-based training is required for airfield construction.

‘D’ Restricted Area Driver Endorsement/Icon: This icon authorizes personnel to drive vehicles in the non-movement portions of the airfield. Issuance of this icon requires the individual to complete the computer-based Non-Movement Area Driver course in the Security Badging Office.

‘E’ Escort Endorsement/Icon: This icon authorizes personnel to escort up to three individuals and/or three vehicles in Restricted Areas. Escort training is included in security badge training for all badge holders. Issuance of this icon is at the discretion of the Contractor’s Authorized Signatory and no additional training is required.

‘F’ Flagger Endorsement/Icon: This icon authorizes personnel to conduct flagging services on the airfield. Prior to issuance, individuals must complete a flagger hands-on training class in addition to all applicable security badge and construction training.

‘M’ Movement Area Driver Endorsement/Icon: This icon authorizes personnel to drive vehicles within the movement area of the airport (runways and taxiways). Prior to issuance, individuals must complete a computer-based Movement Area Driver training course, employer-provided driver training, and a check-ride with the PDX Airport Operations Department.

‘P’ Pilot Car Escort Driver Endorsement/Icon: This icon authorizes individuals to escort up to three construction vehicles on the airfield without completing an escort registration. Prior to issuance, individuals must complete a Construction Driver computer-based training course and hands-on training with the PDX Airport Operations Department.

* + - * 1. The Contractor shall submit to the Port the names of those Authorized Signatories who have the authority to sign for all Contractor and subcontractor personnel.

The Authorized Signatories will be required to obtain and maintain a PDX security badge.

In addition, the Authorized Signatories shall complete an Authorized Signatory training course and all training courses associated with applicable endorsement/icon training courses.

* + - * 1. The Contractor’s Authorized Signatories shall be responsible for the following:

Submitting accurate and complete PDX security badge new and renewal application information to the PDX Security Badging Office for all Contractor and subcontractor personnel scheduled to receive Secured Area access badges, AOA access badges, Sterile Area access badges, or General Aviation access badges. Application information shall be submitted via the Authorized Signatory Portal or a paper application.

Ensuring that each applicant brings valid identity and employment eligibility documents to the PDX Security Badging Office as outlined below. Applicant may either present a document from List A or shall present documents from both List B and List C. All applicants shall present original and unexpired documents. Acceptable forms of identification and eligibility shall consist of the following:

List A (documents that establish both identity and employment eligibility):

U.S. Passport or U.S. Passport Card.

Permanent Resident Card or Alien Registration Receipt Card (Form I-551).

Foreign passport that contains a temporary I-551 stamp or temporary I-551 printed notation on a machine-readable immigrant visa.

Employment Authorization Document containing a photograph (Form I‑766).

In the case of a non-immigrant alien authorized to work for a specific employer incident to status, a foreign passport with Form I-94 or Form I‑94A bearing the same name as the passport and containing an endorsement of the alien’s non-immigrant status, as long as the period of endorsement has not yet expired and the proposed employment is not in conflict with any restrictions or limitations identified on the form.

Passport from the Federated States of Micronesia (FSM) or the Republic of the Marshall Islands (RMI) with Form I-94 or Form I-94A indicating non-immigrant admission under the Compact of Free Association Between the United States and the FSM or RMI.

List B (documents that establish identity):

Driver’s license or ID card issued by a state or outlying possession of the United States provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address.

ID card issued by federal, state, or local government agency or entity provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address.

School ID card with a photograph.

Voter’s registration card.

U.S. military card or draft record.

Military dependent’s ID card.

U.S. Coast Guard Merchant Mariner Card.

Native American tribal document.

Driver’s license issued by a Canadian government authority.

For persons under age 18 who are unable to present a document listed above:

School record or report card.

Clinic, doctor, or hospital record.

Daycare or nursery school record.

List C (documents that establish employment authorization):

Social Security Account Number card other than one that specifies on the face that the issuance of the card does not authorize employment in the United States.

Certification of Birth Abroad issued by the Department of State (Form FS‑545).

Certification of Report of Birth issued by the Department of State (Form DS-1350).

Original or certified copy of a birth certificate issued by a state, county, municipal authority, or territory of the United States bearing an official seal.

Native American tribal document.

U.S. Citizen ID Card (Form I-197).

Identification Card for Use of Resident Citizen in the United States (Form I‑179).

Employment authorization document issued by the Department of Homeland Security.

The following additional requirements apply for employees born outside the U.S.:

If employees are not U.S. citizens, they shall provide an Alien Registration number or an I-94 Arrival/Departure number.

If employees hold non-immigrant visas, they shall present the visa number.

If employees are U.S. citizens born abroad, they shall provide either a U.S. Passport number, a Certificate of Naturalization number, or a Certification of Birth Abroad number.

Ensure that each applicant for a PDX security badge provides the required identity and employment eligibility documents required by the Port and TSA for an STA and CHRC.

Eligibility for a PDX security badge will be determined by screening applicants and existing badgeholders against federal regulations and against Port standards for criminal arrest and conviction history. The list of federal regulations and Port standards for criminal history can be found in the PDX Rules.

Set appointment times with the PDX Security Badging Office to fingerprint and train applicants. Currently, fingerprinting and training are done Monday through Friday between the hours of 8 a.m. and 4 p.m.

After the CHRC and the STA have been approved, the Contractor may then pick up its badge from the PDX Security Badging Office any time during business hours.

Tenant: In paragraph below, delete the second, third, and last sentences.

* + - * 1. At the pre-construction meeting, the Contractor shall submit an estimated number of Secured Area, AOA, Sterile Area, or General Aviation badges necessary to adequately perform the work. The Port will pay all fingerprinting, background, and badging processing costs for the estimated number of each type of PDX security badge. If the Contractor exceeds the estimated number by more than 25 percent, the Contractor will be charged a badge processing and background (criminal history) check cost for each additional application requested. The current badge processing and criminal history check cost is posted in the PDX Security Badging Office and on the PDX Security Badging website. The cost for each Secured Area, Sterile Area, AOA, or General Aviation badge application denied will be deducted from any payments due.
        2. Report lost PDX security badges to the PDX Security Badging Office and/or Port police immediately. The charge for replacement of a lost PDX security badge is $150 for the first occurrence and $250 for the second. Badge reissuance after a third lost badge requires approval from the PDX Airport Security Coordinator. Any person who loses three PDX security badges will not be eligible to obtain additional badges.

Tenant: In paragraph below, delete last sentence.

* + - * 1. Prior to final acceptance of the work, the Contractor shall return all PDX security badges to the PDX Security Badging Office and obtain written acknowledgement from the PDX Security Badging Office of their return. Submit a copy of the written acknowledgement to the Port construction contract manager. At final acceptance of the work, $1,000 will be deducted from the final payment for each PDX security badge not returned to the PDX Security Badging Office.

Tenant: In paragraph below, replace “The Port will pay the cost for badge renewal and a new criminal history check for badged Contractor employees assigned to the work” with “The current cost to renew a badge and complete a new criminal history check is posted in the PDX Security Badging Office and on the PDX Security Badging website.”

* + - * 1. Employees of Contractors who are continuously working on multiple airport projects without a break in service may keep their PDX security badges from project to project. PDX security badges are deactivated on the expiration date of each project. Personnel changing projects will not be required to repeat the Port training class if they have received security badge training, and they have not been without a PDX security badge for more than 30 days, unless a change in one or more endorsement/icon is requested. PDX security badges are valid for 1 year, and security and endorsement/icon training is valid for 2 years. The Port will pay the cost for badge renewal for badged Contractor employees assigned to the work. Contact the PDX Security Badging Office for additional guidance.
        2. If the Contractor fails to comply with any PDX security badge regulations described herein, the Port may stop the work until compliance is attained. The Contractor will also be subject to any fines levied against the Port, as described in Article 1.9, Remedies of the Port Upon Violation of Regulations Referenced or Contained in this section, as a result of its failure to comply.
      1. CONSTRUCTION KEYS
         1. Non-Security Keys

Non-security keys unlock doors or gates that do not provide direct access to any part of the Restricted Area, or any area with critical infrastructure components, as determined by the Port.

To receive a non-security key, the Contractor shall follow the same process as for security keys.

* + - * 1. Security Keys

Security keys unlock doors or gates providing direct access to any part of the Restricted Area or any area with critical infrastructure components, as determined by the Port.

Security keys providing direct access to any part of the Restricted Area will be issued only to those persons in possession of valid PDX security badges which authorize unescorted access to that area.

* + - * 1. Application for Construction Keys

At the pre-construction meeting, the Contractor shall submit the estimated number of keys necessary to adequately perform the work.

Security keys identifiable by the Port logo are not transferable.

The Contractor or its Authorized Signatories shall submit key requests for all Contractor and subcontractor personnel scheduled to receive keys. Requests shall be submitted via the Authorized Signatory Portal or a paper application.

Allow a minimum of 5 days to process key applications.

Report lost keys to the PDX Security Badging Office immediately. The charge for replacement of a lost security key is $50 for the first occurrence, $100 for the second, and $200 for the third. Any person who loses three keys will not be eligible to obtain additional keys.

When keys are no longer needed for access to a Restricted Area or area with critical infrastructure components, the Contractor shall return it to the PDX Security Badging Office.

At final acceptance of the work, $1,000 will be deducted from the final payment for each key not returned to the Port’s badging office.

* + - 1. TRAINING INFORMATION
         1. As part of the requirements to obtain a PDX security badge, all Contractor personnel who will be working within the Restricted Area shall complete security badge training and, if applicable, endorsement/icon training classes with additional hands-on training conducted by the Port. Upon successful completion of training, the Port may issue an airfield driving permit for personnel required to operate vehicles within the Restricted Area such as superintendents, supervisors, foreman, and escorts. In accordance with FAA policy, driving permits will be kept to a minimum and only issued on an as-required basis, as determined by the Port.
         2. The Contractor shall contact the PDX Security Badging Office by calling 503-460-4500 to schedule training classes for all Contractor’s and subcontractors’ personnel. A limited number of people can be trained at one time. Training classes are available Monday through Friday at varying times. Personnel approved to receive a Flagger, Movement Area Driver, or Pilot Car Escort endorsement/icon shall successfully complete additional hands-on training with Airside Operations staff before the appropriate icons are added to the PDX security badge.
         3. The Contractor shall provide as much notice as possible, a minimum of 2 business days, to schedule training class requests for large PDX security badge groups.
         4. Classes will not be scheduled until the CHRC and STA have been completed and approved.
         5. The approximate duration of the training classes are as follows:

Security badge training class (no endorsements/icons) 1 hour

Security badge, Construction and Non-Movement driver training 3 hours

Security badge, Construction, and Movement Area driver training 4 hours

Flagger/Pilot Car Escort Driver 2 hours

* + - 1. DRIVING REGULATIONS
         1. The purpose of these regulations is to maintain the safety of vehicle operations in the Restricted Area.
         2. Enforcement of these regulations will be by Port police and Port Airside Operations.
         3. Violations of the regulations may be cause for the project to be stopped and project safety procedures evaluated. The Port will decide if and when work will continue.
         4. The driving regulations are as follows:

Yield the right-of-way to moving aircraft, whether under tow or their own power, and pedestrians.

Within the Restricted Area, equipment, vehicle, and personnel travel outside the work area is restricted to the route(s) shown on the drawings.

Obey stop signs and markings.

Do not drive under loading bridge or between an aircraft and a terminal gate.

Under no circumstances may a vehicle drive between an aircraft and a terminal gate during ramp deplaning or enplaning of passengers.

Yield right‑of‑way to emergency vehicles displaying rotating beacons (other than yellow) and/or using sirens and other audible emergency signals.

Observe the posted speed limits.

Regardless of a posted speed limit, a lower speed may be required in order to account for congestion, reduced visibility, slippery surfaces, or other hazardous condition. No vehicle shall be driven in a manner that endangers persons or property.

The speed limit of off‑ramp service roads (perimeter road) is 35 MPH or as posted.

Non-motorized equipment shall have reflective devices displayed on the front, back, and sides.

Operators shall have a current and valid state driver’s license on their person.

Do not leave the engine running on an unattended vehicle.

Park unattended vehicles clear of service and perimeter roads.

Loads being carried shall be contained by sufficient means to assure no loss of any portion of the load.

* + - * 1. Vehicles within the Restricted Area shall display professionally manufactured company identification markings on both sides of the vehicle. In accordance with FAA AC 150/5210-20A, decals, corporate signs, or company logos shall be at least 12 inches in diameter/square. Lettering shall be at least 3 inches in height with contrasting background color. Vehicles shall also be equipped with headlights, taillights, and flashers that shall be used between sunset and sunrise, or when visibility is low.
        2. Vehicles which operate unescorted within the Restricted Area but outside the work area shall be equipped with an omni-directional amber flashing light mounted above the cab, which can be seen from a distance of 300 feet, and which shall be used whenever the vehicles is within the Restricted Area. Such vehicles shall be operated by personnel possessing authorized PDX security badges and Port driving permits.
        3. When outside the work area, all Contractor personnel, vehicle, and equipment movement within the airside security fence shall be under control of the Contractor’s personnel authorized by the Port to perform escort driver responsibilities with the Contractor’s approved escort vehicle(s).

In addition to being equipped with the amber omni-directional flashing light and company identification markings described in Paragraphs E and F above, the Contractor’s escort vehicle(s) shall have signs mounted on the front and back. Signs shall consist of a black background and yellow lettering containing the Contractor’s name and the words, “ESCORT ONLY.” Signs shall be readable from a distance of 300 feet. Escort vehicle(s) shall have an FAA orange and white checked flag, 3 feet by 3 feet minimum, attached to a pole mounted on the rear bumper, and visible from 300 feet at all angles.

Prior to assuming escort driver responsibilities, the escort vehicle driver shall possess an authorized PDX security badge with escort driver endorsement/icon.

The escort vehicle driver shall serve as liaison and shall be responsible for transporting all workers to and from the work area.

Personnel and vehicles authorized to be in the Restricted Area shall remain with the escort vehicle(s) while traveling to and from the work area.

Vehicles may be escorted in convoy formation. Convoy vehicles shall travel in close formation, and the escort vehicle driver shall control speed to maintain safety. Convoys shall normally consist of no more than three vehicles or two trucks and trailers plus the escort vehicle, unless otherwise approved by the Port.

All of the Contractor’s activities within aircraft movement areas shall have an additional escort provided by Port personnel.

* + - 1. OTHER SECURITY AND SAFETY REGULATIONS
         1. No smoking will be allowed within the Restricted Area except as designated by the Port.
         2. Adequate hearing protection (earplugs or earmuffs) shall be furnished by the Contractor for personnel in AOA’s to eliminate the chance of ear damage.
         3. While driving or working in the Restricted Area, there shall be no devices in or on ears other than those used to protect hearing or communicate company business.
         4. Use a guide person when it is necessary to back vehicles out of work areas within the Restricted Area.
         5. Confine parking, loading, and unloading of vehicles and equipment to within the work area.
         6. Construction equipment that extends 20 feet or more above ground level shall be approved by the Port prior to being moved onto worksite. Equipment that may be lowered readily shall be lowered at night, during reduced daytime visibility, and when not in use.
         7. If directed by the Port, construction equipment that cannot be lowered below the 20-foot height limitation shall be lighted at night and during periods of reduced daytime visibility. Light shall be mounted on highest point of equipment; shall be omni-directional; and shall consist of, as a minimum, one 100-watt bulb or equivalent A19 or A21 LED enclosed within an aviation red lens. Also, for daytime operations, mount an FAA-approved three-foot-square orange and white checkered flag at the high point.
         8. Place barricades or stakes around perimeters of work areas as shown on the drawings. Work area limits shall be staked with 3‑foot stakes at 50‑foot intervals in areas of dirt or grass.
         9. All radio communication with FAA ground control will be coordinated through Port Airside Operations and performed by Port personnel only.
         10. Ensure that the Restricted Area is kept continuously free of construction debris, equipment, and/or materials that might endanger or be ingested by aircraft.
         11. The use of caution tape is not allowed within the Restricted Area.
         12. For emergency purposes, all escort vehicles shall be equipped with radio, telephone, or similar devices for contact by Port security or operations personnel. In the event of an emergency, be prepared to move workers, vehicles, and equipment immediately at the direction of the Port.
         13. Report emergencies to the Port and to the airport communications center (503-460-4000).
         14. When cranes are used, the following requirements shall be met:

An FAA-approved, 3‑foot orange and white checkered flag and a solid red light shall be mounted at the highest point on the crane.

During daylight hours with severe visibility problems or heavy fog, cranes shall not operate.

The Port will determine when visibility problems exist and will coordinate and designate requirements for position and location of flag and light.

* + - 1. REMEDIES OF THE PORT UPON VIOLATION OF REGULATIONS REFERENCED OR CONTAINED IN THIS SECTION
         1. In addition to any other rights or remedies that the Port may have in the event that the Contractor, subcontractor, anyone directly or indirectly employed by any of them, and anyone for whose acts any of them may be liable fails to comply with the regulations referenced or contained in this section, the Port shall have the right to:

Revoke the PDX security badge, superintendent endorsement/icon, escort driver endorsement/icon, flagger endorsement/icon, or driving permission of the offending individual and/or the Contractor permanently or for a prescribed period of time.

Suspend the work or any portion thereof and continue the suspension until completion of any investigation or evaluation by the Port and full compliance with any corrective measures which the Port may reasonably require.

Require the Contractor to provide to the Port a written plan, satisfactory to the Port, to demonstrate the Contractor’s ability to prevent future violations.

* + - * 1. The Contractor shall be fully liable to the Port for any costs or damages incurred by the Port as a result of any breach of security or violation of security regulations by the Contractor. The Contractor shall also be liable to reimburse the Port for any fines, penalties, assessments, judgments or other costs imposed upon the Port as a result of the Contractor’s breach of security or violation of security regulations, as described herein. As used herein, reference to the Contractor shall include all of its employees, agents, subcontractors, suppliers, or other invitees.
        2. The Contractor shall defend, indemnify, and hold harmless the Port against any and all claims of any nature made against the Port by any party resulting, in whole or in part, from the Contractor’s breach of security or security violations. Defense shall be provided by legal counsel acceptable to the Port. As used herein, reference to the Contractor shall include all of its employees, agents, subcontractors, suppliers, or other invitees.

END OF SECTION 013513