

# Restricted Area

## Vehicle Operating Regulations

PORTLAND INTERNATIONAL AIRPORT

AIRPORT OPERATIONS



# **RESTRICTED AREA DRIVING RULES**

## **GENERAL GUIDELINES**

No person shall drive in the Restricted Area unless: (a) such person has successfully completed the required training and is in possession of a valid, appropriately annotated PDX Security Badge (with a "D" icon); or (b) such person is escorted by an individual who meets the foregoing badging requirements. The Restricted Area includes both Non-Movement Areas and Movement Areas. Employers who obtain authorization to operate vehicles within the Restricted Area are responsible for their employees' and vendors' compliance with the Rules.

## **DRIVER REQUIREMENTS**

In order to obtain authorization to operate a vehicle in the Restricted Area, each applicant must comply with the following.

### **Application**

An applicant must be approved by the Authorized Signatory of his or her employer and must have a business need for the authorization to drive in the Restricted Area. The applicant and the Authorized Signatory must complete the applicable portions of the PDX Security Badge Application prior to taking the Port-required driver training.

### **Valid Driver's License**

The applicant must possess a valid driver's license. The Restricted Area Driving Authorization is invalid during any period that a driver's license is not valid. Failure to comply with this Section may result in a Class III Driving Violation.

### **Valid PDX Security Badge**

The applicant must possess a valid PDX Security Badge. The Restricted Area Driving Authorization is revoked or suspended for any period the PDX Security Badge of such driver is revoked or suspended.

### **Operation of Vehicle**

In addition to the requirements listed above, no vehicle shall be operated in the Restricted Area unless the driver is licensed to operate a specific class of vehicle with a license released by an appropriate state-licensing agency, or if allowed by Oregon law, by the driver's employer through a company training/certification program.

### **Driver Training**

The applicant must successfully complete all required Port driver training courses and, if applicable, the Port's hands-on Movement Area training course.

### **Escort Requirements**

Only those persons with a legitimate business purpose who have an appropriately annotated PDX Security Badge (with a "D" icon) may escort vehicles within the Restricted Area. Unless otherwise coordinated, vehicle operators without a PDX Security Badge must be escorted by an appropriately badged driver operating an appropriately marked vehicle. Escorts must continuously accompany, monitor and control the movements of vehicles operated by unbadged drivers while those vehicles are within the Restricted Area. Responsibility for a vehicle escort may be transferred to another appropriately badged vehicle operator. Citations for infractions or violations incurred by an unbadged vehicle operator will be issued to that vehicle's escort. Any deviation from the escort requirements must be approved by the Airside Operations Manager or his or her designee. Failure to comply with this Section may result in a Class II Security Violation or a Class II Driving Violation or both.

## **GENERAL VEHICLE REQUIREMENTS**

Vehicles operating in the Restricted Area must comply with the following requirements.

### **Vehicle Registration**

The vehicle must be properly licensed in the State of Oregon.

### **Vehicle Identification**

The vehicle shall display identifying signage affixed to the exterior of both sides. The identifying signage shall be distinctly recognizable and visible from a distance of at least fifty (50) feet. All identifying signage shall provide sharp contrast to the vehicle color and preferably be reflective. Such identifying signage shall be professionally manufactured, at least twelve (12) inches in diameter or square, with lettering at least three (3) inches in height. Failure to comply with this Section shall constitute a Class I Driving Violation.

### **Vehicles Exempt From Identification**

Vehicles exempt from vehicle identification requirements include: (a) unmarked Port Police vehicles, as authorized by the Chief of Police or his or her designee; (b) vehicles under authorized escort; (c) vehicles within the boundaries of the General Aviation Ramp; and (d) any other vehicle authorized, in writing, by the ASC. Proof of such authorization must be in the vehicle.

### **Vehicle Operating Condition**

The vehicle must be in sound mechanical and structural condition with unobstructed forward and side vision from the driver's seat. In addition, the vehicle must have the appropriately rated and inspected fire extinguishers, if a service vehicle or fuel truck. The Port may determine, in its sole discretion, whether a vehicle is safe or unsafe to operate in the Restricted Area. Failure to comply with this Section shall be a Class I Driving Violation and, at the discretion of the Airside Operations Manager, the vehicle may be prohibited from operating on the airfield.

### **Vehicle Equipment**

The vehicle must be equipped with either: (a) running lights appropriate to the vehicle, if equipped with an electrical system or connections, which must be used between sunset and sunrise, or when visibility is less than one thousand (1,000) feet; or (b) reflective devices displayed on the front, rear and sides of a contrasting color to the equipment. Failure to comply with this Section shall be a Class I Driving Violation and, at the discretion of the Airside Operations Manager, the vehicle may be prohibited from operating on the airfield. Vehicles must be equipped with fully functioning seat belts. Installation and maintenance of seat belts and associated equipment is the sole responsibility of the owner of the vehicle. Failure to comply with this Section shall be a Class II Driving Violation and, at the sole discretion of the Airport Operations Supervisor, the vehicle may be prohibited from operating on the airfield.

## **RESTRICTED AREA DRIVING**

### **Right-Of-Way**

Drivers in the Restricted Area shall yield the right-of-way to moving aircraft and pedestrians at all times. Failure to comply with this Section shall be a Class II Driving Violation

### **Right-Of-Way for Emergency Vehicles**

Drivers shall yield the right-of-way to any vehicle using red or blue emergency lights and/or an audible emergency signal. Failure to comply with this Section shall be a Class II Driving Violation.

### **Designated Service Roads**

Drivers shall use the designated Service Roads or vehicle lanes except when servicing an aircraft. Failure to comply with this Section shall be a Class I Driving Violation.

### **Reckless or Careless Vehicle Operation**

Drivers shall not operate vehicles in a reckless manner that could threaten the life or safety of any person or damage or destruction of property. Failure to comply with this Section shall be a Class III Driving Violation.

### **Maximum Speed Limits**

The maximum speed limits at the following locations are as follows:

- Perimeter/Service Road 20 mph

- Ramp 10 mph

- Bag Tunnel/Concourse Pass-Throughs 5 mph

For all other locations, the maximum speed limits will be posted at the locations themselves. Regardless of the above or posted speed limits, no vehicle shall be driven at a speed that endangers persons or property. Drivers shall proceed at a speed which accounts for congestion, reduced visibility, slippery surfaces, or any other hazardous condition. Failure to comply with this Section shall be a Class II Driving Violation.

**Passing A Vehicle**

Passing a vehicle shall be accomplished in a safe manner, within the confines of designated roadways and within the posted or designated speed limit. Failure to comply with this Section shall be a Class II Driving Violation.

**Personal Vehicles**

No personal vehicles are allowed in the Restricted Area, unless authorized by the Port. Failure to comply with this Section shall be a Class I Driving Violation.

**Escort Vehicle Requirement**

An escort vehicle must meet Security Badging Office requirements for drivers and may only: (a) escort up to three (3) vehicles; and (b) escort two (2) tractor trailer rigs, or two (2) buses. Failure to comply with this Section shall be a Class I Driving Violation.

**Traffic Signage**

All traffic signs, including stop signs and pavement markings, must be obeyed at all times. Failure to comply with this Section shall be a Class II Driving Violation.

**Crossing Points**

All vehicles must proceed with caution after stopping at an aircraft crossing point. Failure to comply with this Section shall be a Class II Driving Violation.

**Containment of Vehicle Loads**

Drivers are responsible for the containment of any loads or materials being carried and/or towed in or by their vehicles. Failure to comply with this Section shall be a Class I Driving Violation.

**Tractor and Container Carriers**

Tractor and container carriers shall tow no more carts, pods, igloos, or containers than are safe, under control, and tracking properly. The maximum tractor train length is: (a) four (4) baggage/cargo carts inside the Terminal baggage tunnel; (b) five (5) baggage/cargo carts outside the Terminal baggage tunnel; (c) two (2) LD-4/LD-7 or larger transporters/dollies; (d) four (4) LD-3 or smaller transporters/dollies; (e) two (2) of any mix of LD-3 or smaller transporters/dollies with LD-4/LD-7 or larger transport/dollies; and (f) four (4) of any mix of baggage/cargo carts and LD-3 or smaller transport/dollies. Any deviation from these requirements must be approved by the Airside Operations Manager. Failure to comply with this Section shall be a Class I Driving Violation.

**Driving Between Aircraft and Passenger Terminal**

Except for those vehicles servicing an aircraft, no driver shall park or pass between an aircraft and the Terminal when an aircraft is parked at a gate position. Failure to comply with this Section shall be a Class I Driving Violation.

**Driving Between Terminal and Ground Crews**

Unless directed by the aircraft ground crew, no driver shall drive between the Terminal and ground crews: (a) pushing back an aircraft; or (b) returning to a gate after pushing back an aircraft. For the purposes of cargo Ramp ground handling, vehicle operators should not drive

between active ground crews and the point of origin of the pushback operation, unless so directed by the ground crew. Failure to comply with this Section shall be a Class II Driving Violation.

### **Vehicle Passenger Restrictions**

No driver shall: (a) operate any vehicle that is overloaded or carrying more passengers than the vehicle was designed to carry; (b) ride on the running board or stand up in the body of moving vehicle; or (c) ride with arms or legs protruding from the vehicle, except when the vehicle was specifically designed for such use. The driver is responsible for the activities of all passengers in the vehicle. Failure to comply with this Section shall be a Class I Driving Violation.

### **Passenger Loading Bridges**

Vehicles may be operated under passenger loading bridges only on designated and marked vehicle roadways. The Airside Operations Department must approve the parking of vehicles or equipment under any passenger loading bridge. Failure to comply with this Section shall be a Class I Driving Violation and, in addition, may be subject to fines.

### **Vehicle Guide Person**

A vehicle guide person is required whenever the visibility of the driver is obstructed. Failure to comply with this Section shall be a Class I Driving Violation.

### **Accidents**

An Accident occurring in the Restricted Area that results in injury to a person or damage to an aircraft, another vehicle, or other property requires involved vehicle operators to: (a) immediately stop and remain at the scene of the Accident; (b) render reasonable assistance, if the driver is capable of doing so, to any person injured in the Accident; (c) immediately report the Accident to the Communications Center; and (d) provide any information to Port Police or the Airside Operations Department in order to complete an Accident report investigation. Failure to comply with this Section shall be a Class II Driving Violation.

### **Foreign Object Debris**

All drivers driving in the Restricted Area shall assist in the maintenance of clear and uncluttered Restricted Areas to avoid aircraft damage due to Foreign Object Debris. If any Foreign Object Debris is sighted in the Movement Area, drivers should notify the Airport Operations Specialist for Airside. Failure to comply with this Section shall be a Class I Driving Violation.

### **Unattended Vehicle**

Drivers shall not leave the engine running on an unattended vehicle, except when required for aircraft servicing. Failure to comply with this Section shall be a Class I Driving Violation.

### **Parked Vehicles and Ground Service Equipment**

When not servicing an aircraft or undertaking their intended functions, vehicles and Ground Service Equipment shall be parked only in approved, marked parking stalls or within a Tenant's own area. No driver shall do any of the following: (a) park a vehicle in an aircraft parking area, a marked safety area, or any grass area; (b) park a vehicle in a manner that obstructs or interferes with any Movement Area, Restricted Area, or adjacent aircraft parking position; (c) park, or

leave unattended, vehicles or other equipment that interfere with the use of a facility by others or prevents movement or passage of aircraft, emergency vehicles, or other vehicles and equipment; (d) park a vehicle or equipment within three (3) feet of a fire hydrant, or in a manner that prohibits a vehicle accessing the fire hydrant; (e) park a fuel tanker, except when servicing an aircraft, within fifty (50) feet of any aircraft or building, other than maintenance facilities and garages for fuel servicing tank vehicles. Failure to comply with this Section may result in the issuance of a parking Airfield Citation to the owner of the vehicle or equipment and a fine as set forth in the table of Airfield Fines. Vehicles or equipment parked as described in (a) through (e) may be towed to an alternate location at the owner's expense. When working a scheduled flight on a Port-managed parking position (Terminal gate or remote parking Ramp), Ground Service Equipment required to ground handle the aircraft may be staged at the Ramp area associated with the parking position thirty (30) minutes prior to the arrival of the aircraft. Ground Service Equipment must be removed from the Ramp area associated with the parking position thirty (30) minutes after the aircraft is moved from the parking position. Accommodations for extraordinary circumstances, including unusual aircraft type or handling of consecutive flights on the same Post-managed parking position, must be communicated and coordinated with the Airport Operations Specialist for Airside.

### **Electronic Devices**

The use of entertainment headsets, text messaging devices, and other entertainment devices is prohibited while driving in the Restricted Area. Failure to comply with this Section shall be a Class I Driving Violation.

### **Hearing Protection**

Hearing protection or communications headsets may be worn while operating a vehicle, in accordance with safety regulations and requirements.

### **Alcohol or Use of Substances That Impair Ability**

No driver shall operate a vehicle, or any other equipment, within the Restricted Area under the influence of alcohol or illegal drugs. No driver shall operate a vehicle, or any other equipment, within the Restricted Area while under the influence of any prescription or over-the-counter medication that impairs, or may impair, the driver's physical or mental abilities. Failure to comply with this Section shall be a Class III Driving Violation.

### **Seat Belts**

Persons operating or riding in a vehicle so equipped must wear a seat belt when operating outside of designated aircraft Apron parking. Enforcement of this Section does not apply to leased spaces. Failure to comply with this Section shall be a Class II Driving Violation.

### **AOA Gates**

Only one (1) vehicle may enter or exit an Access Control System controlled vehicle gate into the AOA on the swipe of a PDX Security Badge, unless the Badgeholder gaining access is escorting other vehicles. A Badgeholder must also have a "D" or "M" icon on his or her PDX Security Badge in order to be authorized to drive in the AOA outside of their employer's leasehold area. The Badgeholder who opens the vehicle gate to enter or exit the AOA must ensure that the gate is closed and secured behind the Badgeholder before driving away from the gate. Prior to



entering the AOA through a construction gate, Badgeholders shall present their Security Badge to a security officer for entry to an AOA gate. Failure to comply with this Section shall constitute a Class II Security Violation.

### **Secured Area Gates; Midfield Checkpoints**

In addition to the Restricted Area gate requirements, the driver of a vehicle must use his or her Secured Area Badge and obtain a green light from the fingerprint reader when entering the Secured Area through a vehicle gate. Passengers in a vehicle who are Badgeholders must provide their Security Badge to a security officer for validation. Those without a Secured Area Badge must be escorted. Failure to comply with this Section shall constitute a Class II Security Violation.

### **Pedestrian Access Prohibited**

Pedestrians are prohibited from entering or exiting the AOA through any vehicle gate, except for Port employees from Port Police, the Fire Department, the Port's "Maintenance Department", the Airside Operations Department, and the Aviation Security Department. Failure to comply with this Section shall constitute a Class I Security Violation.

## **PENALTIES FOR VIOLATION OF RULES PERTAINING TO DRIVING**

### **Penalties and Suspension of Driving Privileges**

Any driver who does not comply with the provisions of the Rules or any Port direction issued to him/her will be subject to penalties. Penalties for failure to comply with this Chapter may result in an Airfield Citation, suspension or revocation of Restricted Area Driving Authorization, or suspension or revocation of the driver's PDX Security Badge.

### **Notification of Violation**

The supervisor or employer of a driver receiving an Airfield Citation will be notified of the violation by letter.

### **Enforcement Responsibility**

Enforcement is the responsibility of the Airside Operations Department and Port Police, who are each authorized to issue Airfield Citations to any driver in violation of the Rules. In addition to immediate penalties and Airfield Citations, Port Police may also issue criminal citations for certain driving or vehicle operating violations, and/or confiscate the vehicle operator's PDX Security Badge.

## **DRIVING VIOLATION PENALTIES; AIRFIELD FINES**

The "Airfield Fines" are a guideline to be used by the Airside Operations Manager for issuing penalties for substantiated Driving Violations. Although the Airfield Fines will generally be followed in most cases, the penalties given for some violations may vary depending on the nature of each specific violation, the timing of its occurrence and if, in the reasonable opinion of the Airside Operations Manager, a variation from the Airfield Fines is warranted by the findings of

an investigation. All penalties imposed are in addition to any other rights or remedies available to the Port. The Airfield Fines are based on the number of citations received in a two (2) year period. If successive violations occur in a shorter period of time, the penalties are likely to be more severe, up to and including suspension or revocation of the Restricted Area Driving Authorization. As used herein the term revocation of the Restricted Area Driving Authorization means a person whose Restricted Area Driving Authorization is revoked and loses the Restricted Area Driving Authorization. The applicant will not be allowed to re-apply for Restricted Area Driving Authorization for a period of two (2) years.

## **EFFECTIVE DATE OF ENFORCEMENT ACTION/REVIEW**

Except for the right of Port Police to confiscate a PDX Security Badge and escort a suspected violator from the Restricted Area, which shall be effective immediately, all other enforcement actions under the Rules shall be prosecuted under, reviewed and become effective as provided in the Rules. The review process shall apply to any review made pursuant to these regulations.

## **RE-INSTATEMENT OF RESTRICTED AREA DRIVING AUTHORIZATION**

If a Restricted Area Driving Authorization has been revoked, a driver may apply to the Airside Operations Manager for reinstatement only if two (2) years have elapsed since the revocation. Upon authorization by the Airside Operations Manager, the applicant must successfully complete all requirements for obtaining Restricted Area Driving Authorization, including the successful completion of the training and the requirement that the driver possess a valid government issued driver's license and PDX Security Badge. The Airside Operations Manager may grant the application for reinstatement after a determination that the driver has undergone such training or education or otherwise implemented such safeguards so as to reasonably assure the Port that: (a) the driver is not likely to further violate the Rules pertaining to driving; and (b) granting of Restricted Area driving privileges to such driver is not likely to pose a risk or danger to the Port or to others.

## AIRFIELD FINES AND ENFORCEMENT MATRIX

|                                       |  |  |   |   |
|---------------------------------------|--|--|---|---|
| <b>First Offense</b>                  | <ul style="list-style-type: none"> <li>• Airfield Citation only</li> </ul>   | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Required Port driver's training</li> <li>• Restricted Area Driving Authorization suspended for up to 1 week</li> </ul>   | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Required Port driver's training</li> <li>• Restricted Area Driving Authorization suspended for up to 30 days</li> </ul> | <ul style="list-style-type: none"> <li>• Parking Airfield Citation</li> <li>• Monetary fine up to \$250.00</li> </ul> |
| <b>Second Offense</b>                 | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Required Port driver's training</li> <li>• Restricted Area Driving Authorization suspended for up to 1 week</li> </ul>   | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Required Port driver's training</li> <li>• Restricted Area Driving Authorization suspended for up to 3 months</li> <li>• Potential revocation of PDX Security Badge</li> </ul> | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Revocation of Restricted Area Driving Authorization</li> <li>• Potential revocation of PDX Security Badge</li> </ul>    | <ul style="list-style-type: none"> <li>• Parking Airfield Citation</li> <li>• Monetary fine up to \$250.00</li> </ul> |
| <b>Third Offense</b>                  | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Required Port driver's training</li> <li>• Restricted Area Driving Authorization suspended for up to 3 months</li> </ul> | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Revocation of Restricted Area Driving Authorization</li> </ul>   | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Revocation of PDX Security Badge</li> </ul>   | <ul style="list-style-type: none"> <li>• Parking Airfield Citation</li> <li>• Monetary fine up to \$250.00</li> </ul> |
| <b>Fourth and Subsequent Offenses</b> | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Revocation of Restricted Area Driving Authorization</li> </ul>   | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Revocation of PDX Security Badge</li> </ul>  | <ul style="list-style-type: none"> <li>• Airfield Citation</li> <li>• Revocation of PDX Security Badge</li> </ul>   | <ul style="list-style-type: none"> <li>• Parking Airfield Citation</li> <li>• Monetary fine up to \$250.00</li> </ul> |

## DEFINITIONS

**Accident** – An unintentional collision between an aircraft or vehicle and another aircraft, vehicle, person, or object that results in property damage, personal injury, or death.

**Air Operations Area or AOA** – That portion of the Restricted Area, located outside the Secured Area that includes the Aircraft Movement Areas, including Runways, Taxiways, Aprons, aircraft parking areas, loading Ramps, and safety areas, for use by aircraft and regulated under 49 CFR 1540, 49 CFR 1542, 49 CFR 1544 or 49 CFR 1546. The AOA, with the exception of the General Aviation Area, is designated as a Security Identification Display Area.

**Air Traffic Control Tower** – The facility that uses air/ground communications, visual signaling, and other devices to provide Air Traffic Control services to aircraft operating in the vicinity of the Airport or on the Movement Area.

**Airside Operations Manager** – Responsible for adjudication of all Airfield Citations.

**Airport Duty Manager** – Oversees day-to-day PDX operations. This position reports to the Airside Operations Manager.

**Airport Operations Specialist** – The primary point of contact for operations Airside, Landside and in the Terminal. This position reports to the Airport Duty Manager.

**Airport Security Coordinator or ASC** – The person appointed by the Port to serve as the primary and immediate contact for security-related activities and communications with the TSA. The Airport Security Coordinator performs duties, as specified in 49 CFR 1542.3. Reference to Airport Security Coordinator shall include his or her designee

**Apron or Ramp** – The defined area of the Airport intended to accommodate an aircraft for the purposes of loading and unloading passengers or cargo, or for refueling or maintenance.

**Authorized Signatory** – A person(s) designated by a Tenant or an Airport contractor who will sign for the company and will verify that each Security Badge and/or Access Device applicant from the company has a valid need for a PDX Security Badge or Access Device.

**Class I, II and III Airfield Driving Violations** – The three (3) categories of Restricted Area driving violations at the Airport, from least to most severe. An Airfield Driving Violation means any failure to comply with the Rules on matters of vehicle operations within the Restricted Area.

**Foreign Object Debris** – The debris that causes damage to aircraft engines, tires, or skin from rocks, trash, or debris found on Runways, Taxiways and Aprons.

**General Aviation Area** – That portion of the AOA, as described in the Airport Security Program, which is designated for parking and storage of General Aviation aircraft and is the only portion of the AOA not designated as a SIDA.

**Incursion** – Any occurrence at the Airport involving the incorrect presence of an aircraft, vehicle or person in the protected area of a surface designed for the landing, take off; or taxiing of aircraft.

**Movement Area** – Runways, Taxiways and other areas of the Airport that are used for taxiing, hover taxiing, takeoff, and landing of aircraft, exclusive of loading Aprons and parking areas. It includes all areas under the direct and positive control of the Air Traffic Control Tower. Specific approval for entry into the Movement Area must be obtained from the Airside Operations Department and the Air Traffic Control Tower.

**Movement Area Boundary Line** – The boundary line between the Non-Movement Area and Movement Area. This line consists of three lines: white-red-white. No person shall cross the Movement Area Boundary Line without prior Airside Operations Department approval and without first being in contact with Air Traffic Control Tower. Crossing the Movement Area Boundary Line without authorization results in an Incursion.

**Non-Movement Area** – Ramp areas, Aprons, and other areas not under positive control of the Air Traffic Control Tower.

**Restricted Area** – The area of the Airport within the security perimeter fence, including the AOA and the Secured Area. Access to the Restricted Area is limited to those persons who possess and appropriately display a Security Badges.

**Restricted Area Driving Authorization** – An authorization to operate motor vehicles within the Restricted Area given by the Port to properly trained and badged personnel.

**Runway** – A defined rectangular area for the landing and takeoff of aircraft along its length.

**Secured Area** – That portion of the Restricted Area, as defined in the Airport Security Program, where Aircraft Operators that have a security program under 49 CFR 1544, or 49 CFR 1546, enplane and deplane passengers and sort and load baggage. The Secured Area is described as beginning at the North Midfield Secured Area Checkpoint near the west edge of the General Aviation Ramp on the north side and continuing around the west and south sides of the Terminal to the South Midfield Secured Area Checkpoint, near the east edge of the Concourse A (Horizon) Ramp. The Secured Area is located between the security perimeter fence, or Terminal, and the outer vehicle lane surrounding the Terminal Ramp. The Secured Area also includes all area within the Terminal designated as Restricted. The Secured Area is designated as a Security Identification Display Area.

**Taxiway** – A defined path, usually paved, designated for the taxiing of aircraft from one part of the Airport to another.

## DIAGRAM

### **Movement Area Boundary Line**

The Movement Boundary Line delineates the Non-Movement Area from the Movement Area. This line is painted on the pavement and is a composite of five lines: a solid white-red-white, a solid yellow, and a dashed yellow. **No person shall cross the Vehicle/Pedestrian Movement Boundary Line from the Non-Movement Area without prior approval from the Airport Operations Specialist (Airfield-1 at 503-460-4134 or by radio) and authorization from the FAA Control Tower (ATCT).** Crossing this line without appropriate authorization will result in a Vehicle/Pedestrian Incursion violation and sanctions from the Port of Portland.







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|--|--|---|--|--|--|
| <p>Port of Portland provided data is believed to be accurate and is not intended to be used for navigation. The Port of Portland is not responsible for any errors or omissions in the data. The Port of Portland is not responsible for any damages or losses resulting from the use of the data. The Port of Portland is not responsible for any damages or losses resulting from the use of the data.</p> |  | <p><b>PORT OF PORTLAND</b><br/>Portland, Oregon</p>   |  | <p><b>PORTLAND INTERNATIONAL AIRPORT</b><br/><b>Facility Map</b></p> |  |
| <p>Prepared: M. Danner<br/>Date: February 2019<br/>Geographic Data Standards:<br/>Map Projection: NAD 83<br/>Map Scale: 1:50,000<br/>Map Date: 2/2019</p>  |  | <p>Manager: P. Ebert<br/>Date: February 2019<br/>Geographic Data Standards:<br/>Map Projection: NAD 83<br/>Map Scale: 1:50,000<br/>Map Date: 2/2019</p> |  | <p>Reviewed by: P. Ebert<br/>MD PDX 2019-3000</p>                    |  |

## **IMPORTANT PDX PHONE NUMBERS**

PDX Communications Center – Emergency.....503-460-4000

PDX Communications Center – Non-Emergency.....503-460-4747

Airport Operations Specialist.....503-460-4134

Airport Duty Manager .....503-460-4236

Port of Portland Administrative Office.....503-415-6000