

Restricted Area

Vehicle Operating Regulations

PORTLAND INTERNATIONAL AIRPORT
Airport Operations



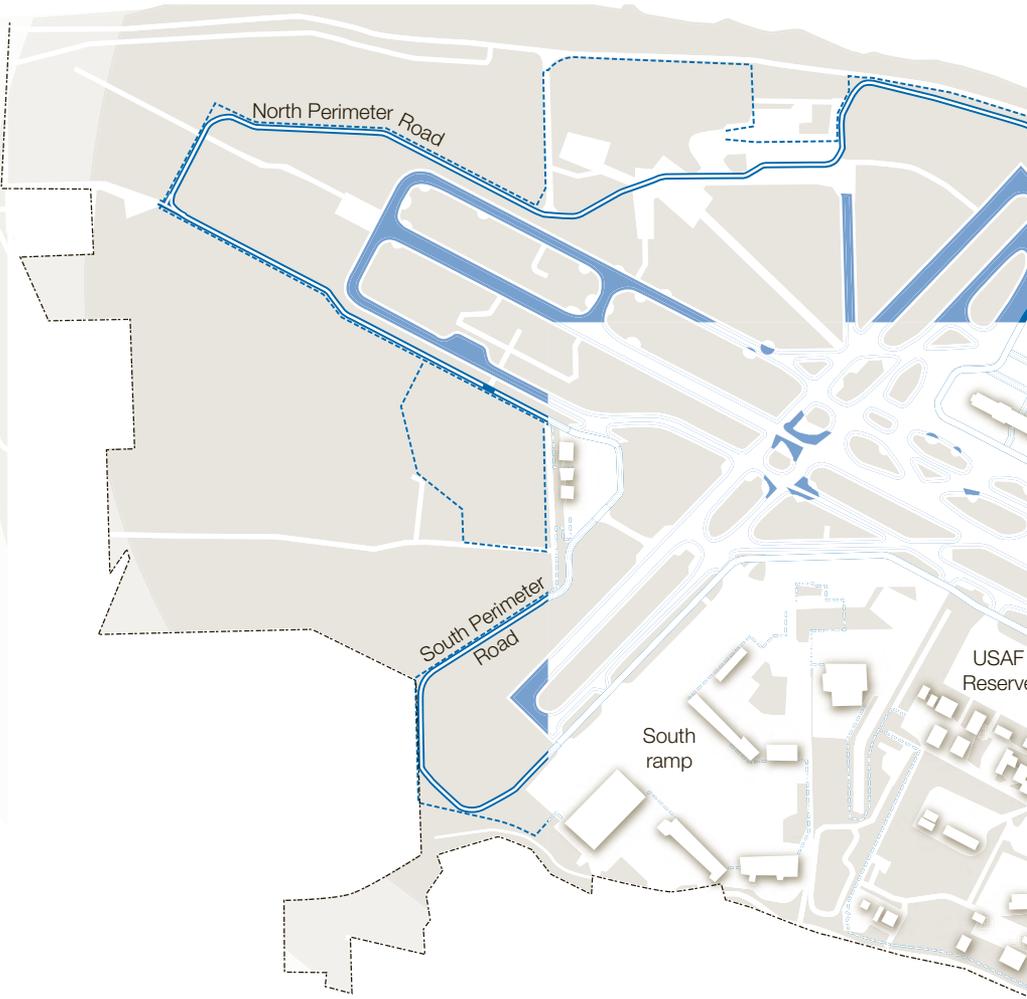
INTRODUCTION

As an authorized airfield vehicle operator at Portland International Airport (PDX), you are tasked with knowing and complying with the rules that govern vehicle operations within what is known as the airport's Restricted Area. Operating rules within this key area of the airport are mandated and regulated by the Federal Aviation Administration (FAA). The basis for this Restricted Area Driving Handbook is the "Portland International Airport Rules". The "PDX Rules" document has been provided to the management of all airfield tenants and is also available from PDX Airport Operations staff or from the Port of Portland's internet web page at http://www.portofportland.com/Rules_Ord_Pol.aspx and should be referred to for clarifications involving vehicle operation in the airport's Restricted Area.

The primary objective of this handbook is to provide vehicle operators the appropriate information to maintain the safe operation of motor vehicles in the airport Restricted Area. Persons driving into or within the Restricted Area of PDX without proper training or approvals create an unacceptable risk of accidental injury or damage which may result in contact with an aircraft. The Port considers such incidents to be extremely serious and largely preventable. This handbook should assist vehicle operators to become familiar with both pertinent Restricted Area driving regulations and best practices associated with vehicle operations within the Restricted Area. For unfamiliar terms, refer to the "Definitions" section on page 14.

No person shall drive in the Restricted Area unless (a) such person has a valid Vehicle Operator Permit (as defined in the "Vehicle Operator Requirements" section of this handbook) issued by the Port to such person or (b) such person is escorted by a person having a Vehicle Operator Permit issued to such escort. An Airport Security Badge (as defined in the "General Guidelines" section of this handbook) by itself is NOT authorization to operate a vehicle in the Restricted Area.

Airfield Movement Area Map



Legend

- | | | | |
|---|---|---|--|
|  | Movement areas upon which Portland tower assumes responsibility |  | Service/perimeter road immediately adjacent to movement area boundary line |
|  | Service/perimeter road |  | Security fence |



RESTRICTED AREA DRIVING RULES

General Guidelines

No person shall drive in the Restricted Area unless: (a) such person has successfully completed 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”. Anyone authorized to operate a motorized vehicle in the Restricted Area may do so on the Non-movement areas without being in positive radio contact with the FAA Air Traffic Control Tower (ATCT). Though aircraft flight crew coordination with the ATCT is not required in the Non-Movement Area, aircraft still routinely operate in these areas and vehicle operators must exercise caution. Requirements for operations in Movement Areas are described in the “Portland International Airport Rules”. Employers who obtain authorization to operate vehicles within the Restricted Area are responsible for their employees and vendor’s compliance with Restricted Area driving regulations.

Vehicle Operator Requirements

1. An applicant must be approved by the Authorized Designee of his/her employer and must have a business need for the authorization to drive in the Restricted Area. The applicant and the Authorized Designee must complete the applicable portions of the PDX Security & Driver Badge Application prior to taking the Port-required computer based driver training.
2. 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.
3. 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 vehicle operator is revoked or suspended.
4. In addition to requirements listed above, no vehicle shall be operated in the Restricted Area unless the vehicle operator is licensed to operate the specific class of vehicle by an appropriate state-licensing agency or, if allowed by Oregon law, by the driver’s employer through a company training/certification program.
5. The applicant must successfully complete all required Port driver training courses and, if applicable, the Port’s hands-on Movement Area training course.
6. Only those persons with an appropriately annotated PDX Security Badge (with a “D” icon) may escort vehicles within the Restricted Area. Unless otherwise coordinated, the unbadged vehicle operator and vehicle must be escorted by an appropriately badged driver (per “General Guidelines” above) operating an appropriately marked vehicle (per “Vehicle Regulations” below). 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 these escort requirements must be approved by the Airside Operations Manager. Failure to comply with these requirements may be classified as a Class II Security Violation or a Class II Driving Violation or both.

Vehicle Regulations

1. The vehicle must be properly licensed in the state of Oregon.
2. 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 vehicle marking requirements is Security Violation and may result in sanctions against both the vehicle operator and owner.
3. Vehicles exempt from vehicle identification requirements include: (a) unmarked Police Department vehicles, as authorized by the Chief of Police or his/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 Airport Security Coordinator (ASC). Proof of such authorization must be present in the vehicle.
4. 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 requirement shall be a Class I Driving Violation and, at the discretion of the Airport Operations Manager, the vehicle may be prohibited from operating on the airfield.
5. The vehicle must be equipped with either: (a) running lights appropriate to the vehicle, 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 requirement shall be a Class I Driving Violation and, at the discretion of the Airport Operations Manager, the vehicle may be prohibited from operating on the airfield.

Driving Regulations

Penalties associated with these regulations are categorized based on the severity of non-compliance (see "Definitions" section for "Class I/II/III" explanation. Specific penalties are outlined in the "Enforcement Matrix" section of this handbook.

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

2. Drivers shall use the designated service roads or vehicle lanes except when servicing an aircraft. Failure to comply with this requirement shall be a Class I Driving Violation.
3. 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 requirement shall be a Class I Driving Violation.
4. 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 requirement shall be a Class I Driving Violation.
5. Except for those vehicles servicing the aircraft, no driver shall park or pass between an aircraft and the Terminal when the aircraft is parked at a gate position. Failure to comply with this requirement shall be a Class I Driving Violation.
6. Tractor and/or 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 requirement shall be a Class I Driving Violation.
7. 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 a 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 their vehicle. Failure to comply with this requirement shall be a Class I Driving Violation.
8. A vehicle guide person is required whenever the visibility of the driver is obstructed. Failure to comply with this requirement shall be a Class I Driving Violation.
9. Vehicles may be operated under passenger loading bridges only on designated and marked vehicle roadways. Airside Operations staff must approve the parking of vehicles or equipment under any passenger loading bridge. Failure to comply with this requirement shall be a Class I Driving Violation. Additionally, violators may be subject to fines as outlined in the "Enforcement Matrix" in the "Sanctions" section of this book.
10. Drivers shall not leave the engine running on an unattended vehicle, except when required for aircraft servicing. Failure to comply with this requirement shall be a Class I Driving Violation.

11. All drivers driving in the Restricted Area shall assist in the maintenance of clear and uncluttered apron areas to avoid aircraft damage due to Foreign Object Debris (FOD). If any Foreign Object Debris is sighted in the Movement Area or outside of designated vehicle service roads, drivers should notify the Airside Operations Supervisor at (503) 460-4134. Failure to comply with this requirement shall be a Class I Driving Violation.
12. When not servicing aircraft or undertaking their intended functions, vehicles and ground service equipment (GSE) shall be parked only in approved, marked parking stalls or within the 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 or apron area; (c) park, or leave unattended, vehicles or other equipment that interferes 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 requirement may result in the issuance of an airfield parking citation to the owner of the vehicle or equipment and a monetary fine of up to \$250. Vehicles or equipment parked as described in (a) through (e) above may be moved 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), GSE 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. GSE 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 the handling of consecutive flights on the same Port-managed gate, must be communicated and coordinated with the Airport Operations Supervisor for Airside.
13. 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 requirement shall be a Class I Driving Violation.
14. Drivers in the Restricted Area shall yield the right-of-way to moving aircraft and pedestrians at all times. Failure to comply with this requirement shall be a Class II Driving Violation.
15. 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 requirement shall be a Class II Driving Violation.
16. The maximum speeds at the following locations are:
 - Perimeter Road around the Terminals**20 mph**
 - Ramp/Apron speed limit.....**10 mph**
 - Bag tunnel**5 mph**

For all other locations, the maximum speed limits will be posted at the locations themselves. Regardless of the quoted 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 requirement shall be a Class II Driving Violation.

17. 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 requirement shall be a Class II Driving Violation.
18. All traffic signs, including stop signs and pavement markings, must be obeyed at all times. Failure to comply with this requirement shall be a Class II Driving Violation.
19. All vehicles must proceed with caution after stopping at an aircraft crossing point. Failure to comply with this requirement shall be a Class II Driving Violation.
20. Only one vehicle may enter an Access Control System controlled vehicle gate into the Restricted Area on the swipe of a PDX Security Badge, unless the badgeholder gaining access is escorting other vehicles. The badgeholder who opens the vehicle gate to enter the Restricted Area must ensure that the gate is closed and secured behind the badgeholder before driving away from the gate. If exiting from the restricted Area with other vehicles, the badgeholder of the last unescorted vehicle in line must ensure that the gate is closed and secured behind the badgeholder before driving away. Failure to comply with this requirement shall be a Class II Security Violation.
21. Unless directed by the aircraft ground crew, no driver shall drive between terminal and ground crews (a) pushing back an aircraft or (b) returning to a gate after pushing back an aircraft. For purposes of cargo ramp ground handling, drivers 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 requirement shall be a Class II Driving Violation.
22. A Restricted Area accident that results in injury to a person or damage to an aircraft, another vehicle, or other property requires involved drivers 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 Port Communications Center at (503) 460-4747; and (d) provide any information the Port Police or Airside Operations Department personnel in order to complete an Accident report investigation. Failure to comply with this requirement shall be a Class II Driving Violation.
23. Drivers shall not operate vehicles in a reckless manner that could threaten the life or safety of any person, or threatens damage or destruction of property. Failure to comply with this requirement shall be a Class III Driving Violation.

24.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 requirement shall be a Class III Driving Violation.

Any driver who fails to comply with any of the provisions of these Rules and Regulations or any Port direction issued to him/her will be subject to penalties as set forth in this handbook. Penalties for failure to comply with this handbook 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.

The supervisor or employer of a driver receiving an Airfield Citation will be notified of any violation, including written warnings.

The Airside Operations Department and the Port of Portland Police Department are primarily responsible for ensuring compliance with the tenets of this handbook. Both departments are authorized to issue Airfield Citations to any driver in violation of the Rules and Regulations set forth. In addition to immediate penalties and Airfield Citations, the Police Department may also issue criminal citations for certain driving or vehicle operating violations.

Sanctions

The “Enforcement Matrix” set forth on the next page is a guideline to be used by the General Manager of Airports Operations for issuing penalties for substantiated driving violations. Although the Enforcement Matrix 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 General Manager of Airports Operations, a variation from the Enforcement Matrix 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 Enforcement Matrix is 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 driving authorization. As used herein the term revocation of driving authorization means a person whose Restricted Area driving authorization is revoked and loses the driving authorization. The applicant will not be allowed to re-apply for driving authorization for a period of two (2) years.

Enforcement Matrix

	<i>Class I Driving Violation</i>
<i>First Offense</i>	Airfield Citation Only
<i>Second Offense</i>	Airfield Citation; required Port driver's training; driving authorization suspended for up to 1 week
<i>Third Offense</i>	Airfield Citation; required Port driver's training; driving authorization suspended for up to 3 months
<i>Fourth Offense</i> (and any subsequent offenses)	Airfield Citation; Revocation of driving authorization

<i>Class II Driving Violation</i>	<i>Class III Driving Violation</i>	<i>Parking Violation</i>
Airfield Citation; required Port driver's training; driving authorization suspended for up to 1 week	Airfield Citation; required Port driver's training; driving authorization suspended for up to 30 days	Airfield parking citation; monetary fine up to \$250
Airfield Citation; required Port driver's training; driving authorization suspended for up to 3 months; potential revocation of PDX Security Badge	Airfield Citation; Revocation of driving authorization; potential revocation of PDX Security Badge	Airfield parking citation; monetary fine up to \$250
Airfield Citation; Revocation of driving authorization	Airfield Citation; Revocation of PDX Security Badge	Airfield parking citation; monetary fine up to \$250
Airfield Citation; Revocation of PDX Security Badge	Airfield Citation; Revocation of PDX Security Badge	Airfield parking citation; monetary fine up to \$250

APPEAL PROCESS

A person or business that intends to appeal an enforcement action must file a written notice of appeal no later than ten (10) calendar days after the Airfield Citation is received by the individual alleged to have committed the violation. The request for hearing must state the grounds for the appeal including the reason or reasons that the citation was issued inappropriately. Please mail or fax written appeals to:

General Manager, Airports Operations
7200 NE Airport Way
Portland, OR 97218
Fax: (503)548-5611

Detailed information pertaining to the appeal process is contained in the "Portland International Airport Rules".



BEST PRACTICES

Operating on the service roads and apron areas within the airport's Restricted Area requires vehicle operators to exercise extreme caution as aircraft are always moving, passengers may walk between an aircraft and the gate, and noise levels are high. The following are best practices that have been developed and successfully applied to airfield driving. These practices should be observed by all vehicle operators within the airport Restricted Area:

1. **Safety is paramount**, therefore, vehicle operators should:
 - a. Never drive between safety cones placed on the apron or cones delineating passenger walkways.
 - b. Be aware of potential cockpit blind spots. Pilots may not always see you; do not assume that they do.
 - c. Avoid jet blast or prop wash, which can blow debris or overturn vehicles.
 - d. Be aware of moving propellers that can cause vehicle damage, injury, or death.
 - e. Be aware of other vehicle movements. You may not hear them approaching due to aircraft engine noise.
 - f. Yield to aircraft, passengers, and emergency vehicles. They **ALWAYS** have the right-of-way on any portion of the airport.
2. When traveling on the apron, use the painted vehicle service roads as much as possible. When off of the service road, attempt to make all turns perpendicular (90 degrees) to ensure maximum visibility. Avoid driving close to buildings around vehicles or aircraft. This procedure helps to establish a predictable order to vehicle movements in congested areas and helps to maximize visibility to aircraft and other vehicles.
3. A Taxiing or parked aircraft may still have its engines running, so continue to be cautious of the hazards of jet blast or prop wash. As a general rule, an aircraft may be starting its engines or already have them running if the aircraft's red beacons are on.
4. A pilot has limited ability to maneuver quickly on the ground. Cockpit visibility prohibits the pilot from seeing under the nose or behind the aircraft and limits the pilot's ability to observe and avoid ground vehicles.
5. Poor weather conditions (snow, fog, rain, etc.) may obscure visual cues, roadway markings and airport signage. Be aware of your surroundings and operating boundaries. Drive wisely.

DEFINITIONS

Accident – a collision between one aircraft or vehicle and another aircraft, vehicle, person, or object that results in property damage, personal injury, or death.

Air Operations Area (AOA) – that portion of the Restricted Area that includes the aircraft Movement Areas, aircraft parking areas, loading ramps, and safety areas for use by aircraft.

Air Traffic Control Tower (ATCT) – a terminal facility operated by the Federal Aviation Administration (FAA) that uses air/ground communications, visual signaling, and other devices to provide Air Traffic Control services to aircraft operating in the vicinity of an airport or on the movement area.

Aircraft – a device that is used for flight in the air.

Airport Operations Supervisor – the primary point of contact for operations airside, landside and in the terminal.

Airport Security Coordinator – the person appointed by the Port of Portland to serve as the primary and immediate contact for security-related activities and communications with the Transportation Security Administration (TSA).

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

Authorized Designee – a person designated by an airport tenant or an airport contractor who will sign for the company and will verify that each badge applicant from that company has a valid need for a PDX Security Badge or Restricted Area Driver's Authorization.

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 Damage/Debris (FOD) – the damage done to aircraft engines, tires, or skin from rocks, trash or the actual debris found on runways, taxiways and aprons. Foreign Object Debris is the actual debris that causes Foreign Object Damage.

General Aviation (GA) – that portion of civil aviation that encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity.

Ground Vehicle – all conveyances, except aircraft, used on the ground to transport persons, cargo, fuel, or equipment.

Incursion – any occurrence at an 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.

Light Gun – a hand-held, directional light-signaling device that emits a brilliant narrow beam of white, green, or red light, as selected by the ATCT controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot or vehicle actions where radio communication is not available. The light gun is used for controlling air traffic operating in the vicinity of the airport and aircraft/vehicles on the airport movement area.

Movement Areas – the runways, taxiways and other areas of an airport that aircraft use 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 onto the movement area must be obtained from the Airside Operations Department and the Air Traffic Control Tower.

Movement Area Boundary Line – the boundary between the Non-movement Area and Movement Area. This line is a composite of five lines; a solid white-red-white, a solid yellow, and a dashed yellow (see illustration inside the back cover). No person shall cross the Vehicle/Pedestrian Movement Boundary Line from the Non-Movement Area without prior approval from the Airport Operations Supervisor (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.

Non-Movement Areas – taxiways, aprons, and other areas not under the control of ATCT.

Operator – any person who is in actual physical control of an aircraft or a motor vehicle.

Owner – a person who holds the legal title of an aircraft or motor vehicle.

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 PDX Security Badge.

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.

Runway Safety Area – a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

Secured Area – an area at Portland International Airport outside the terminal, the Secured Area includes all areas designated and signed as “Restricted” beginning at the west edge of the General Aviation (Flightcraft-leased) ramp on the north side and continuing around the west and south sides of the terminal to the east edge of the concourse A (Horizon) ramp, and located between the security perimeter fence or terminal building and the outer vehicle lane surrounding the terminal ramp. The outer vehicle lane located within the Secured Area demarcation by a composite of five lines, a solid white-red-white, a solid yellow, and a dashed yellow.

Taxi – the movement of an airplane under its own power on the surface of the airport.

Taxiway – a defined path, usually paved, established for the taxiing of aircraft from one part of an airport to another.

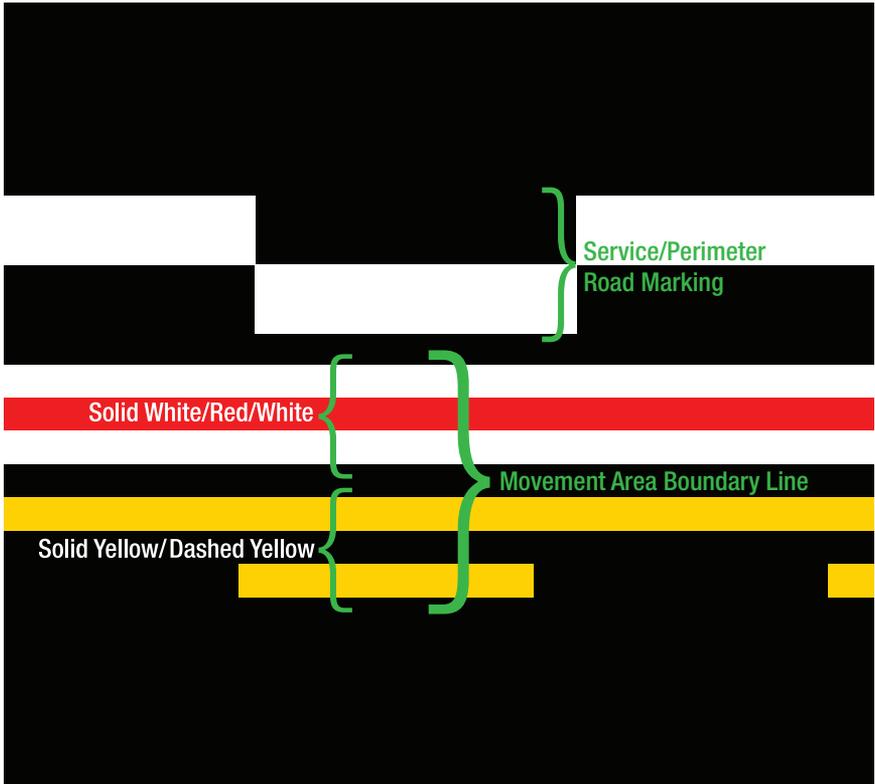
Vehicle Service Road – a designated roadway for vehicles in a non-movement area.



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 Supervisor (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.



Vehicle/Pedestrian Movement Boundary Line

Important PDX Phone Numbers

PDX Communications Center Emergency	(503) 460-4000
PDX Communications Center Non-Emergency	(503) 460-4747
Airport Operations Supervisor	(503) 460-4134
Port of Portland Administrative Office	(503) 415-6000

