



Port of Beaumont Unmanned Aircraft System (UAS) Policy

- 1. Purpose.** An unmanned aircraft system (UAS), sometimes called a drone, is an aircraft without a human pilot onboard – instead, the UAS is controlled from an operator on the ground. The operation of a UAS is regulated by the Federal Aviation Administration (FAA). The Port of Beaumont (POB) established the following policy to govern the operation by any person of a UAS from or above the port's properties. This policy extends to any and all property owned, rented, leased and controlled by the Port of Beaumont. This policy enforces all FAA guidelines and requirements that promote the safe and responsible use of a UAS. Periodically, UAVs will be flown by federal, state or local agencies, port employees, or port contractors from or over Port of Beaumont property. UAS activity has the potential to be consider suspicious activity when flown over or adjacent to Maritime Transportation Security Act regulated vessels and facilities. The Port of Beaumont is a military strategic embarkation port that is federally regulated regarding security processes and procedures. To that end, the Port of Beaumont has a robust physical, structural, and personnel protection system to safeguard the integrity of our transportation infrastructure. Under the port's Facility Security Plan, daily operational tasking for mitigating any vulnerability to its security measures and the safety of our staff, tenants and/or visitors is of utmost concern. The Port has the responsibility of reporting and investigating all suspicious activities or breaches of security that have the potential of circumventing security measures under Title 33 Code of Federal Regulations (CFR) 105.255 and 33 CFR 105.260. If an unauthorized operator/owner is operating a UAS in the secure area of the port, it may be considered a breach of security and a reportable incident to the Department of Homeland Security-United States Coast Guard.

- 2. Action.** Any use of a UAS from or over the POB is strictly prohibited except under the following circumstances:

 - A. All civil (commercial, contract, or POB owned) operated UAS's must comply with all FAA, state, and local laws.
 - B. A POB owned or commercial UAS must comply with FAA regulations by obtaining and producing a "333 Exemption" or a "Special Airworthiness Certificate" prior to use on POB property.
 - C. UAS operators must receive an approved POB UAS Flight Plan from the Facility Security Officer (FSO) or Port Authority Chief of Police at least 48 hours in advance of the proposed use of the UAS. POB UAS Flight Plans are available at the Port's Security Command Center.



- D. UAS operators must provide copy of an Accord Insurance Certificate with a minimum liability limit of \$1,000,000 and \$2,000 in physical damage coverage. The Port shall be named as an Additional Insured on the policy and there should be a Waiver of Subrogation in favor of the Port. Also, the name, make and model of the drone along with its identification number shall be listed on the Certificate of Insurance
- E. The UAS must be operated in a responsible manner.
- F. Damages/injuries occurring to POB property or individuals will be the responsibility of the UAS operator.
- G. The POB Facility Security Officer will notify industry neighbors and the Coast Guard Marine Safety Unit Port Arthur Operation Center of the UAV flight.

A handwritten signature in blue ink, appearing to read "Chris Fisher", is written over a faint, illegible stamp or watermark.

Chris Fisher
Port Director and CEO