



September 2, 2015

Subject: Pearson Field (KVUO) FAA Notice of Proposed Rulemaking (NPRM)

Notice to Pearson Field Tenants and Pilots:

On August 27, 2015 the Federal Aviation Administration published the first of two expected NPRM's pertaining to airspace designation at Pearson Field Airport, <http://www.regulations.gov/#!documentDetail;D=FAA-2015-3322-0001>.

This change is the first of a two-step process to formalize **existing operational procedures** at Pearson subsequent to agreements reached during the Pearson airspace review back in 2012. **Pearson Field Airport management, the flight school, and the Pearson Field Aviation Advisory Committee have participated in the creation of these NPRM's and are strongly in support of the proposal.**

In this first NPRM Class E surface area airspace would be established to an area 4.9 miles west, 4 miles east, 2.9 miles north, and 1.8 miles south of Pearson Field in order to protect Pearson instrument approach procedures not contained within controlled airspace. Most of this area is within existing D airspace at Pearson and C airspace at Portland, with an extension to the west of Pearson shown with magenta dotted lines on the chart inset to the right.



This proposed change would not modify any existing communication or operational procedures described in Letter to Airman LTA-PDX-1 <https://notams.aim.faa.gov/lta/main/viewlta?lookupid=655836659438326971>, and as described in the Special Notices section of the FAA's Airport/Facility Directory.

A second NPRM anticipated in 2016 will remove Pearson's Class D designation and replace it with a set of Part 93 airspace procedures for the new Class E surface area, identical to those in LTA-PDX-1 in use today.

The benefits of these two changes include (a) improved safety to transient pilots through better charting of our unique local procedures, (b) formalizing our current procedures in a way that make them more stable over time, and (c) addressing remaining FAA internal airspace design compliance issues.

Comment Period:

Pearson Field Airport Management, the flight school, and the Pearson Field Aviation Advisory Committee are strongly in support of this proposal, encourage interested pilots to review the NPRM, and if so inclined to lend your comments of support as well.

The 45 day public comment period for this NPRM closes October 13, 2015. Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590; telephone (202) 366-9826. You must identify FAA Docket No. FAA-2015-3322; Airspace Docket No. 15-ANM-16, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

Background:

In 2012 a multi-year review of the safety and efficiency of operations in the combined PDX/VUO airspace took place (SRMD-PDX-VUO-SI-2012-2991). This review concluded with a series of agreed upon operational procedures (described in LTA-PDX-1), to continue the over 70 year history of safe and efficient operations we have enjoyed in this airspace.

The panel that created this recommendation included representatives from several offices of the FAA, PDX Tower, Port of Portland, Pearson Field Management, Pearson Field Aviation Advisory Committee, AOPA, GA pilots, and several commercial air carriers.

It was expected in 2012 that these procedures would be quickly communicated via the current Letter to Airmen, and then formalized by the creation of Part 93 airspace procedures for Pearson. Part 93 procedures are used by the FAA to formally document specialized local procedures necessary for safe and efficient operation in unique and complex airspace. Ketchikan International Airport is an example of Part 93 airspace and how notation on the chart for Pearson will eventually be shown. More information on Part 93 airspace can be found at <http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5;node=14%3A2.0.1.3.11>.

The NPRM being announced with this letter is the first of two steps towards adopting Part 93 airspace procedures for Pearson. The second step in this process will be announced with a separate NPRM sometime in 2016 which will remove the current class D designation and publish Part 93 procedures for Pearson. Again, it is important to note that these two NPRM's will not modify current operational procedures at and around Pearson Field and:

- (a) will improve the safety of VUO/PDX airspace for transient pilots by making our procedures more prominent on FAA charts, A/FD, and GPS databases,
- (b) will formalize our current procedures in a way that make them more stable over time, and
- (c) will address remaining FAA internal airspace design compliance issues.

To Learn More:

Two pilot workshops are planned at Pearson to respond to questions you may have. The first will be on Friday September 11, 2015 at 5:30pm and the second will be on Saturday September 19th at 9am. Both will be held at 105 East Reserve Street, Vancouver WA (building immediately to the east of the FBO building). Planning is under way to combine each session with a WINGS workshop conducted by the FBO flight instruction team.

Pilots operating at Pearson are reminded to be aware of and comply with LTA-PDX-1 and guidance provided by this video found on the Pearson Field web site:

http://www.cityofvancouver.us/sites/default/files/Archives/pearson/Pearson_Briefing.htm

For more information contact Mr. Willy Williamson, Pearson Field Airport Manager, willy.williamson@cityofvancouver.us, 360-487-8619.