Special Flight Rules Area
Pearson Field Airport (VUO)
Vancouver, Washington

Pearson advisory service is provided by Portland Tower (PDX) on frequency 119.0. The purpose of the advisory service is to provide traffic advisories to pilots operating to/from Pearson Field. "Pearson Advisory" does not control VFR aircraft on Pearson Field or in the SFRA. However, pilots are required to establish and maintain communications with Pearson Advisory on 119.0.
Pilots should exercise caution when arriving and departing VUO due to the close proximity of Portland International Airport (PDX)
Aircraft Operations – FAR 93.163 Regulatory Information

1. Obtain the weather (ASOS 135.125) prior to contacting Pearson Advisory.
2. Establish two-way radio contact with Pearson Advisory on 119.0:
   a. Inbound to Pearson Field (or transitioning through SFRA) – before entering SFRA (see chart below).
   b. Departing Pearson Field- prior to taxiing onto the runway.
3. After initial contact, continue to monitor 119.0 while in the SFRA.
4. Remain outside Portland Class C airspace.
5. Make a right traffic pattern when operating to/from Pearson Field Runway 26.
6. When operating over the runway or extended runway centerline of Pearson Field Runway 8/26 maintain an altitude at or below 700 feet above mean sea level.
7. Two-way communications failure in flight-
   a. VFR aircraft – if ASOS indicates VFR conditions, continue inbound and land
   b. IFR aircraft – comply with FAR 91.185

VUO Airport Recommended Procedures

Departing pilots: After receiving weather and ready to depart, contact Pearson Advisory. Advise you have the weather and your intentions:
Example: *"Pearson Advisory, N6776G at runway eight, departing northwest bound with the Pearson weather."*
IFR Pilots: Use Pearson Advisory 119.0 to request clearance and IFR release from VUO.
Arriving Pilots: After receiving weather, contact Pearson Advisory at least five miles from VUO with your position and intentions.
Example: "Person Advisory, N993MM over Vancouver Lake, inbound runway eight with the Pearson weather."
The geographical reporting points of Vancouver Lake, the Freeway Split, and the Confluence are commonly used (see attached chart).
Pilots can expect Pearson Advisory to issue traffic and wake turbulence advisories on PDX traffic and instruction to remain outside Portland Class C airspace. Pilots can also expect to be advised of the current direction of the PDX traffic flow and should when safe, operate in the same direction as the PDX flow.
After initial contact with Pearson Advisory, pilots should resume broadcasting their position and intentions on CTAF (119.0) as they would at any uncontrolled airport.
Example – "Pearson traffic, Experimental 18LM turning base runway eight."

