Bellingham International

IATA/ICAO CODE:	BLI/KBLI
CITY:	Bellingham
STATE:	WA
COUNTRY:	USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Art Choat	Daniel J. Zenk, C.M. C.A.E
Title:	Director of Aviation	Airport Manager
Airport:	Bellingham International	
Address:	4255 Mitchell Way, Suite 206 Bellingham, WA 98226	
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Email:	artc@portofbellingham.com	danielz@portofbellingham.com

Airport Web Site: www.portofbellingham.com

ELEVATION: 158 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16/34	6701	-	3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES
The Bellingham International Airport is committed to being a good neighbor by recognizing that there are residential areas around the airport that are sensitive to aircraft noise. The following noise abatement procedures are in effect at BLI:

a. VFR Noise Abatement Procedures

(There may be cases when VFR aircraft are unable to follow these procedures due to tower direction, weather, training requirements, or emergency procedures)

1. Departures - Runway 16: Fly runway heading to shoreline before commencing turns.

2. Arrivals - Runway 16: Follow published traffic pattern procedures.

3. Departures - Runway 34: Fly runway heading to freeway before

commencing turns.

4. Arrivals - Runway 34: Fly base leg over water, fly final leg to cross shoreline on runway centerline.

b. IFR Noise Abatement Procedures

(IFR noise abatement procedures are in accordance with the FAA published Standard Instrument Departures, published non-standard IFR departure procedure, published standard instrument arrival and missed approach procedures and standard radar vectors as directed by Vancouver Area Control Center)

c. Airport Staff Responsibilities

Airport Staff will investigate all noise complaints received regarding aircraft using BLI.

The Bellingham International Airport Advisory Committee believes the success of the noise abatement procedure depends on the voluntary cooperation of the aviation community. The members believe the highest level of compliance will be achieved through pilot education. This will be achieved through educational tools such as; airfield signs, airport facility directory; information brochures, hangar visits, newsletters and visitor interaction. Airport privileges should only be revoked as a last result.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

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yes
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OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS
No person shall run the engine of an aircraft in any location on the Airport in such a manner as to cause damage or injury to aircraft, property, or persons, or to create a nuisance to establishments of the Airport.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	none
Purchase Assurance for		

Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	-	none
Zoning Laws	-	none
Real Estate/Property Disclosure Laws	2005	1 mile from runway
Acquire Land for Noise Compatibility to date	1994	In-active
Population within each noise contour level relative to aircraft operations	-	none
Airport Noise Contour Overlay Maps	-	none
Total Cost of Noise Mitigation Programs to Date	-	none
Source of Noise Mitigation Program Funding for Aircraft Noise	1994	FAA

NOISE MONITORING SYSTEM - NONE

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS
Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT
U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS - NONE