KBLI Bellingham Intl Airport

Bellingham, Washington, United States

Noise Sensitivity Level: MEDIUM

Diagram #1:
All Runways

Port of Bellingham

BELLINGHAM INTERNATIONAL AIRPORT

Noise Abatement Procedure

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.

VFR Noise Abatement Procedure

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

Runway 16

- **Departures** - Fly runway heading to shoreline before commencing turn
- **Arrival** - Follow the published traffic pattern procedures

Runway 34

- **Departures** - Fly runway heading to freeway before commencing turn
- **Arrivals** - Fly base leg over water, fly final leg to cross shoreline on runway centerline

IFR Noise Abatement Procedures

IFR noise abatement procedures are in accordance with the FAA published standard instrument departures.

BELLINGHAM INTERNATIONAL AIRPORT
4255 Mitchell Way, Suite 206
Bellingham, WA 98226
www.portofbellingham.com

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http://whispertrack.com/airports/KBLI

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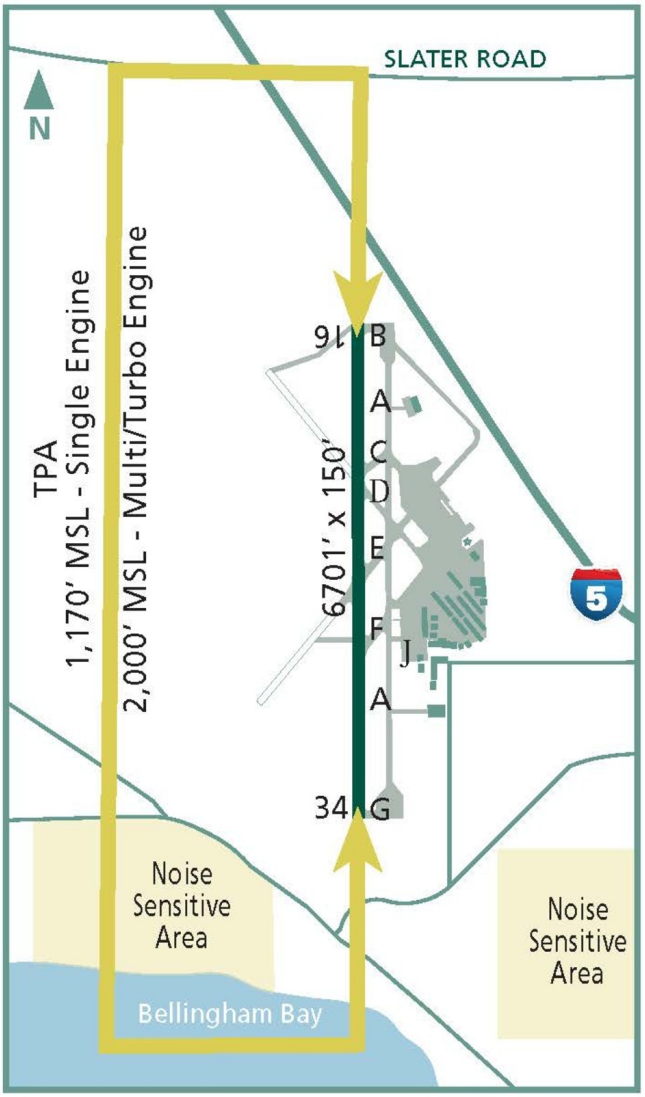
Bellingham, Washington, United States

Noise Sensitivity Level: MEDIUM

Diagram #2:

All Runways



Port of Bellingham

Frequently Requested Numbers

Bellingham Airport Admin Office.....360-671-5674
Noise Complaint/Information ...(Airport Office) 360-671-5674
.....(FAA) 425-227-2813
Bellingham Airport Ops Security/24 hours 360-739-1944
ASOS 360-671-8688
ATIS (Automated Terminal Info System).....360-647-5939
National Weather Service.....206-526-6087
BLI FSS - Flight Plans & Weather 800-WX-BRIEF

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OVERVIEW

Bellingham International Airport (BLI) is a full service commercial airport located in Whatcom County, approximately 3 miles N.W. of the city limits of Bellingham Washington. The airport is situated approximately 90 miles north of Seattle and 20 miles south of the U.S./Canada Peace Arch Border crossing, located in Blaine Washington.

Bellingham International Airport accommodates more then 800,000 travelers each year, serving the commercial, general aviation and corporate air transportation needs of the region.

Bellingham International Airport is classified by the Federal Aviation Administration (FAA) as a Class 1, Part 139 Commercial Airport. BLI has a full CAT 1 Instrument Landing System with associated visual landing aids. BLI has Air Traffic Control Tower, and the airspace is Class D. BLI is an international airport of entry.

TEMPORARY INFORMATION

Work in progess on commercial apron due to terminal expansion project.

MANDATORY RESTRICTIONS

Commercial ramp closed to private aircraft.

Air Carrier operations must use taxiway A, B, E, G, H, and taxiway D East of taxiway A to E.

ARRIVALS

All Runways
Noise Abatement Procedures

Runway 16: Follow the published traffic pattern procedures

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

DEPARTURES

All Runways
Noise Abatement Procedures

Runway 16: Fly runway heading to shoreline before commencing turn

Runway 34: Fly runway heading to freeway before commencing turn

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

All Runways
Single Engine Aircraft: 1,170 MSL
Multi-Turbo Engine: 2,000 MSL
Helicopter: 700 MSL

INTERSECTION TAKEOFFS

Aircraft Categories: A & HELI / All Runways
Intersection takeoffs allowed if approved by ATCT.

ENGINE RUNUP

Commercial and General Aviation (GA) aircraft must not operate jet engine(s) above idle power at an aircraft parking gate or any other location not designated for aircraft run-up. Idle engine run-ups require direct two-way radio communication with the ATCT prior to engine start and a minimum of one safety person on the ground to stop vehicles and aircraft traffic from crossing behind the aircraft.

Advance notification and approval from Airport Operations (360.739.1944) is required on all jet engine run-ups above idle power.Personnel performing the maintenance run-up must always maintain direct two-way radio communication with ATCT on ground frequency. When requested by ATCT, engine power must be reduced to idle power to allow for operational needs.

All jet engine maintenance run-ups above idle power must be conducted at one of the designated run-up areas: 1) the intersection of Taxiway Alpha and Bravo or 2) the intersection of Taxiway Alpha and Golf. The preferred location is at the intersection of Taxiway Alpha and Golf. However, based on current wind conditions, both intersections are available for use. In the designated area, the aircraft's engine(s) must be positioned toward the center of the airfield. The aircraft must be positioned in-line with taxiway Alpha so engine blast is flowing directly down the taxiway. For this to be accomplished, the aircraft's nose wheel will be slightly off from the taxiway centerline.

Maintenance run-ups above idle power must be scheduled at times when they will have the least impact on operations. When possible, run-ups must take place between commercial arrivals and departures. Above idle jet engine maintenance run-ups must be conducted between the hours of 7:00am and 10:30pm local time. If a run-up is necessary outside these specified hours it must be approved by Airport Operations. Engine maintenance run-ups will be allowed one and a half (1 ½) hours prior to the aircraft departure time. Airport Operations must escort the aircraft to and from the designated run-up location and monitor procedures throughout the duration. Minimum duration at which the engine(s) are at a high power setting is recommended.

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FLIGHT TRAINING

Bellingham Aero Aviation Services
Phone: (360) 671-2250
www.bellinghamaero.com

Bellingham Aviation Services (BAS)
Phone: (360) 676-7624
www.bli-jet.com

Command Aviation
Phone: (360) 733-3174
www.commandaviation.net

PRIOR PERMISSION (PPR) OPERATIONS

PPR required for unscheduled aircraft operations more than 30 passenger seats. Call Airport Manager at 360.671.5674. ARFF Index C 0600-2200L.

VOLUNTARY NOISE ABATEMENT PROCEDURES

Bellingham International Airport (BLI) 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:

Visual Flight Rules (VFR) Noise Abatement Procedures: There may be cases when VFR aircraft are unable to follow these procedures due to tower direction, traffic, weather, training requirements, or emergency procedures.

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

Arrivals – Runway 16: Follow published traffic pattern procedures.

Departures – Runway 34: Fly runway heading to freeway before commencing turn.

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

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

AIRPORT CONTACT INFORMATION

Name	Airport Administration
Title	Bellingham International Airport
Phone	360-671-5674
Fax	360-734-3099
Web Address	http://www.portofbellingham.com

Bellingham Intl Airport
4255 Mitchell Way
Suite 206
Bellingham WA 98226

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$V_{REF} = 1.3 \times V_{SO}$

CURFEWS (NONE)

PREFERENTIAL RUNWAYS (NO PREFERENCE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

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NBAA PROCEDURES (NOT APPLICABLE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)

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