

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. We also recommend that pilots read and follow guidelines created by the [Aircraft Owners and Pilots Association](#) and [National Business Aviation Association](#). 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 pattern altitude (1200 ft. MSL Single Engine or 2000 ft. MSL Multi Engine) *beyond* shoreline before turning.**
  - **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 approved 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.



NOISE  
SENSITIVE  
AREA

Hank Dine Park



