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](https://www.aopa.org/news-and-media/all-news/2000/august/flight-training-magazine/flying-quiet) and [National Business Aviation Association](http://www.nbaa.org/ops/environment/quiet-flying/). 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.

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