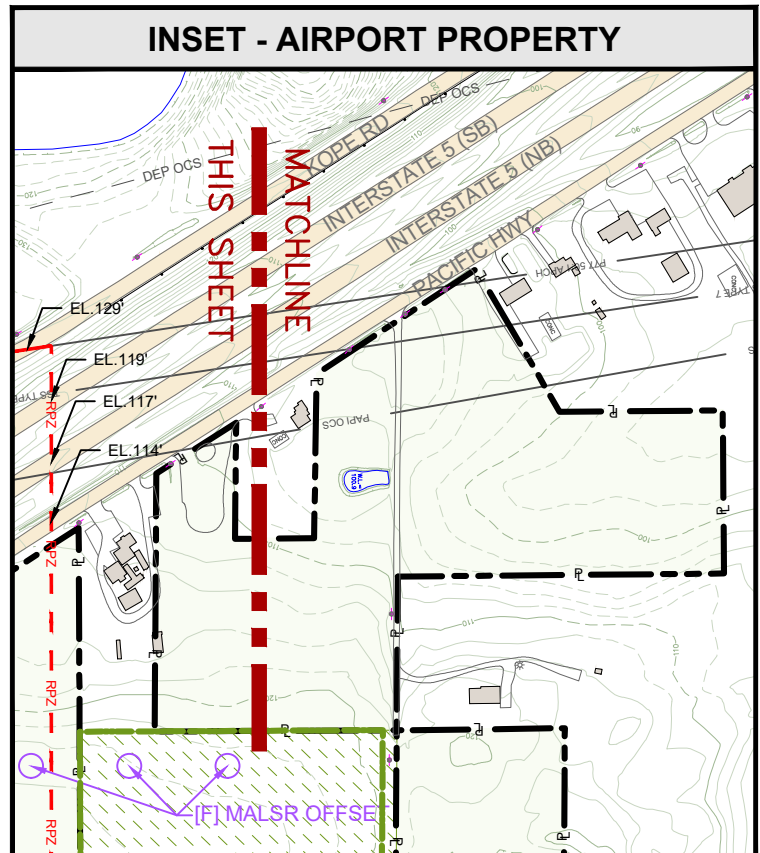
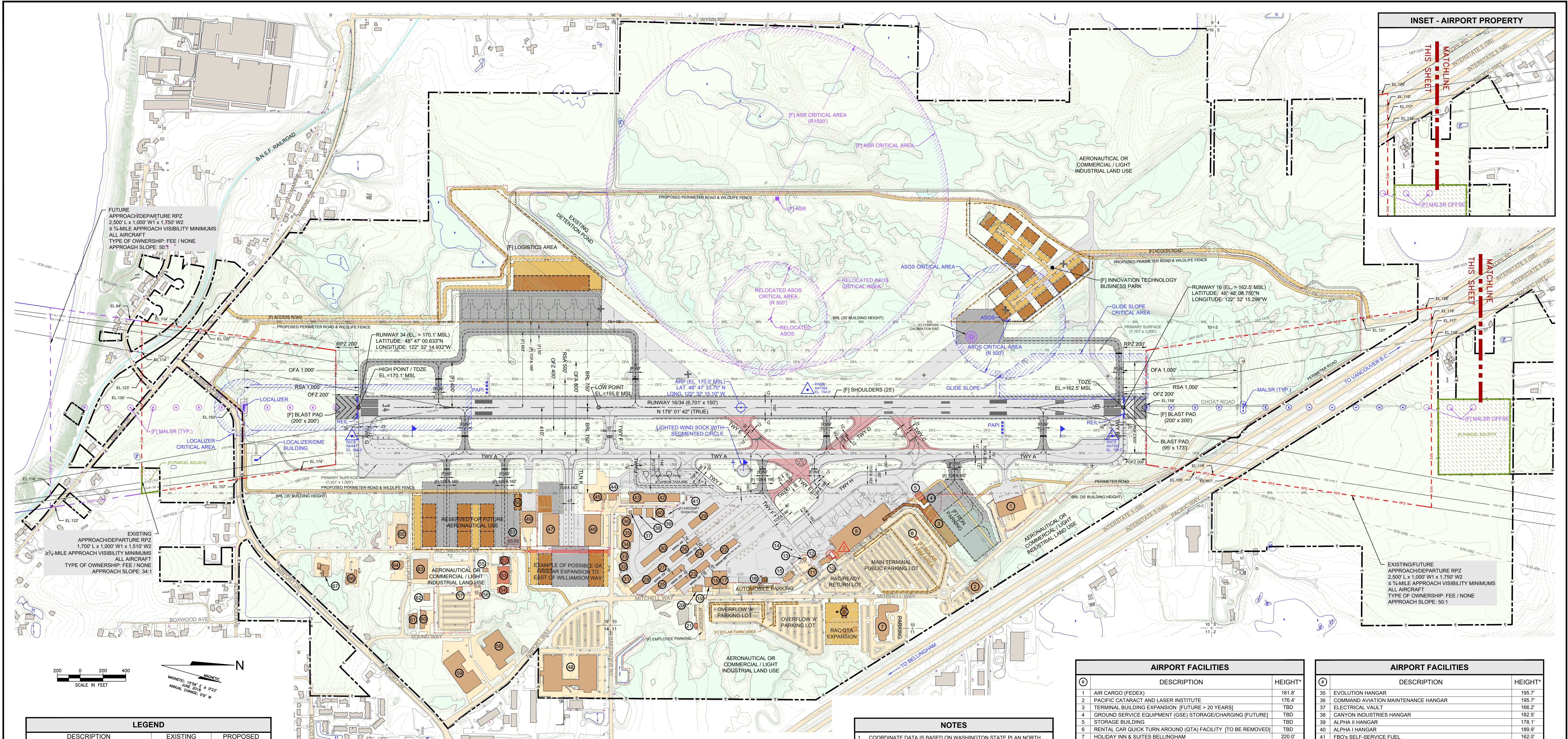




LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRCRAFT TIEDOWN POSITION		N/C
AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT (ARP)		
ANEMOMETER		N/C
AUTOMOBILE PARKING		
BUILDING - OFF AIRPORT PROPERTY		N/C
BUILDING - ON AIRPORT PROPERTY		
BUILDING RESTRICTION LINE (BRL)		N/C
HOLDING POSITION MARKING		
PRECISION APPROACH PATH INDICATOR (PAPI)		N/C
ROADWAY		
RUNWAY END IDENTIFIER LIGHTS (REIL)		N/C
RUNWAY OBJECT FREE AREA (OFA)		N/C
RUNWAY OBJECT FREE ZONE (OFZ)		N/C
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY SAFETY AREA (RSA)		N/C
SECTION/QUARTER SECTION CORNER		N/C
SURVEY MONUMENT		N/C
TAXIWAY OBJECT FREE AREA (TOFA)		N/C
TO BE REMOVED		
TOPOGRAPHIC CONTOUR		
WETLAND		
WETLAND FILL		
WIND SOCK		

ACRONYMS	
ITEM	DEFINITION
[F]	FUTURE
ARFF	AIRCRAFT RESCUE FIRE FIGHTING
ARP	AIRPORT REFERENCE POINT
ASDA	ACCELERATE STOP DISTANCE AVAILABLE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
PAPI	PRECISION APPROACH PATH INDICATOR
PIR	PRECISION INSTRUMENT APPROACH
RAC	RENT-A-CAR
REIL	RUNWAY END IDENTIFIER LIGHTS
RNAV	AREA NAVIGATION
RNP	REQUIRED NAVIGATION PERFORMANCE
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RVR	RUNWAY VISUAL RANGE
RVZ	RUNWAY VISIBILITY ZONE
SRE	SNOW REMOVAL EQUIPMENT
TBD	TO BE DETERMINED
TODA	TAKE OFF DISTANCE AVAILABLE
TOFA	TAXIWAY OBJECT FREE AREA
TORA	TAKE OFF RUN AVAILABLE
VFR	VISUAL FLIGHT RULES

ACRONYMS	
ITEM	DEFINITION
NPI	NON-PRECISION INSTRUMENT APPROACH
NPIAS	NATL. PLAN OF INTEGRATED AIRPORT SYSTEMS
OFA	RUNWAY OBJECT FREE AREA
OFZ	RUNWAY OBJECT FREE ZONE
PAPI	PRECISION APPROACH PATH INDICATOR
PIR	PRECISION INSTRUMENT APPROACH
RAC	RENT-A-CAR
REIL	RUNWAY END IDENTIFIER LIGHTS
RNAV	AREA NAVIGATION
RNP	REQUIRED NAVIGATION PERFORMANCE
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RVR	RUNWAY VISUAL RANGE
RVZ	RUNWAY VISIBILITY ZONE
SRE	SNOW REMOVAL EQUIPMENT
TBD	TO BE DETERMINED
TODA	TAKE OFF DISTANCE AVAILABLE
TOFA	TAXIWAY OBJECT FREE AREA
TORA	TAKE OFF RUN AVAILABLE
VFR	VISUAL FLIGHT RULES

APPROVAL:
FEDERAL AVIATION ADMINISTRATION
FAA SEATTLE AIRPORTS DISTRICT OFFICE

- NOTES
- COORDINATE DATA IS BASED ON WASHINGTON STATE PLAN NORTH ZONE. HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83). VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88).
 - RUNWAY MEETS LINE OF SIGHT REQUIREMENTS.
 - SEE SHEETS 12, 13, AND 14 FOR DETAILS ON LANDSIDE DEVELOPMENT.
 - THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM BUILDING HEIGHT OF 35' AT A 250' DISTANCE FROM THE PRIMARY SURFACE. MAXIMUM ALLOWABLE BUILDING HEIGHT FROM THE BRL INCREASES AT A 7:1 HORIZONTAL TO VERTICAL SLOPE UPWARD AND AWAY FROM THE PRIMARY SURFACE IN CONFORMANCE WITH FAR PART 77 SURFACES.
 - THERE ARE NO DECLARED DISTANCES USED OR PROPOSED.
 - THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.
 - THERE ARE NO OBSTACLE FREE ZONE OBJECT PENETRATIONS.
 - RUNWAY PROTECTION ZONE CONTROL IS VIA OWNERSHIP EXCEPT FOR APPROXIMATELY 17.76 ACRES LOCATED WHERE INTERSTATE 5 PASSES THROUGH THE RUNWAY 16 RPZ AND THOSE PORTIONS OF RUNWAY 34 RPZ WHERE MARINE DRIVE, ALDERWOOD AVENUE, AND THE B.N.S.F. RAILROAD PASS THROUGH AS WELL AS APPROXIMATELY 0.77 ACRES IN THE SOUTHEAST CORNER OF THE ZONE.
 - TAXIWAY CENTERLINE TO AIRCRAFT PARKING/FIXED MOVABLE OBJECT SEPARATION DIMENSIONS ARE THE SAME AS TOFA DIMENSIONS AS LABELED.

AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
1	AIR CARGO (FEDEX)	181.8'
2	PACIFIC CATARACT AND LASER INSTITUTE	176.4'
3	TERMINAL BUILDING EXPANSION [FUTURE > 20 YEARS]	TBD
4	GROUND SERVICE EQUIPMENT (GSE) STORAGE/CHARGING [FUTURE]	TBD
5	STORAGE BUILDING	TBD
6	RENTAL CAR QUICK TURN AROUND (QTA) FACILITY [TO BE REMOVED]	TBD
7	HOLIDAY INN & SUITES BELLINGHAM	220.0'
8	TERMINAL BUILDING	196.0'
9	RENTAL CAR QUICK TURN AROUND (QTA) FACILITY [FUTURE]	TBD
10	INTERNATIONAL ARRIVALS (CUSTOMS)	172.3'
11	ALLEGANT AIRLINES COMMISSARY	183.2'
12	WASH FACILITY/LAVATORY WASTE FACILITY	TBD
13	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	231.0'
14	CUSTOMS INSPECTION BOX	-
15	GENERAL AVIATION TERMINAL	174.4'
16	FUEL FARM [FUTURE]	TBD
17	SAN JUAN AIRLINES HANGAR	179.6'
18	APOGEE HANGAR	179.6'
19	WHATCOM TERRITORY AERO SERVICES HANGAR	182.6'
20	CUSTOMS AND BORDER PROTECTION (CBP) MARINE HANGAR	177.9'
21	VACANT STRUCTURE [TO BE REMOVED]	168.0'
22	SOLAR HANGAR	174.3'
23	ALTO HANGAR	178.9'
24	NIMBUS HANGAR	173.6'
25	DELTA (PORT HANGAR)	175.3'
26	CIRRUS HANGAR	174.9'
27	SRE BUILDING	180.5'
28	ECHO (PORT HANGAR)	180.5'
29	HANGAR III	183.7'
30	STRATO HANGAR	179.3'
31	ROYER HANGAR	180.6'
32	BAYSIDE, LLC HANGAR	180.3'
33	TEK CONSTRUCTION HANGAR	178.8'
34	ANDERS HANGAR	195.7'

AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
35	EVOLUTION HANGAR	195.7'
36	COMMAND AVIATION MAINTENANCE HANGAR	195.7'
37	ELECTRICAL VAULT	166.2'
38	CANYON INDUSTRIES HANGAR	182.5'
39	ALPHA II HANGAR	178.1'
40	ALPHA I HANGAR	189.9'
41	FBO'S SELF-SERVICE FUEL	162.0'
42	LONETREE HANGAR	178.2'
43	DEPARTMENT OF HOMELAND SECURITY (DHS) OPERATIONS HANGAR	178.2'
44	COMMAND AVIATION HANGAR	178.3'
45	AIRCRAFT RESCUE FIRE FIGHTING (ARFF)	179.9'
46	ALPHA AIRPARK - HANGAR 1	197.8'
47	ALPHA AIRPARK - HANGAR 2	212.8'
48	WOODSTONE	221.3'
49	EAST PERCH, LLC. HANGAR	209.0'
50	SHOW REMOVAL EQUIPMENT (SRE) FACILITY [FUTURE]	TBD
51	FUEL FARM STORAGE TANKS [TO BE REMOVED]	187.1'
52	NATIONAL GUARD ARMORY [FOR LEASE]	204.7'
53	NATIONAL GUARD ARMORY [FOR LEASE]	TBD
54	NATIONAL GUARD ARMORY [FOR LEASE]	TBD
55	NATIONAL GUARD ARMORY [FOR LEASE]	TBD
56	VACANT [TO BE REMOVED]	TBD
57	PORT OF BELLINGHAM EQUIPMENT STORAGE	TBD
58	PORT OF BELLINGHAM EQUIPMENT STORAGE	213.2'
59	EMERGENCY OPERATIONS CENTER (EOC)	214.2'
60	B & P VENDING	TBD
61	WISE ENTERPRISES	TBD
62	VACANT	TBD
63	YAMAMOTO PROPERTIES, LLC.	220.4'
64	WISE ENTERPRISES	211.5'
65	JOKK MARK, LLC.	207.2'
66	WHATCOM COUNTY OFFICES	195.6'
67	THE PUGET HOUND	183.1'

* ABOVE MEAN SEA LEVEL (MSL)

AECOM	
1111 3rd AVENUE, SUITE 1600 SEATTLE, WA 98101 PHONE: 206-438-2700	
PROJECT MANAGER: JY	DRAFTED BY: RO
DESIGNED BY: RO	CHECKED BY: JY

#	REVISION	COMPANY	BY	DATE
1	ACCESS ROAD RECONFIGURATION: AIP No. 3-53-0005-057	MEAD & HUNT	PLW	12/09/2022
2	AIP No. 3-53-0005-057 (TWY F) 3-58-0005-060 (TLN K) ALPHA AIRPARK	AECOM	BTQ	11/14/2022
3	PEN & INK UPDATE TO INCLUDE FUTURE FIS SITE	PORT	AW5	02/02/2024

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

APPROVAL: PORT OF BELLINGHAM

Sunil Harman A.A.E., IAP / Director of Aviation

Date



BELLINGHAM INTERNATIONAL AIRPORT
AIRPORT MASTER PLAN

AIRPORT LAYOUT PLAN

SCALE: 1" = 400'

DATE: OCTOBER 2019

AIP NUMBER:

3-53-0005-054

SHEET NUMBER:

3 OF 16

PEN-and-INK ALP ACCEPTANCE FORM

Bellingham International Airport | Bellingham, Washington

February 6, 2024

Background

The Pen-and-Ink Airport Layout Plan (ALP) for the Bellingham International Airport (BLI) represents the following proposed changes since the last approved ALP which was completed in **2019**.

Major changes in this Pen-and-Ink ALP Update include:

Sheet 3 – Airport Layout Plan

- A. Encompass the paved Customs and Border Protection (CBP) parking area between the commercial terminal and the current CBP building into the proposed building footprint for a future Federal Inspection Station project.

This ALP acceptance is conditioned on a 'no objection' airspace review and acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Signature Blocks

The FAA signature below acknowledges acceptance of the Pen-and-Ink ALP Update.

FAA: Community Planner – Seattle Airports District Office

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