



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Northwest Mountain Region  
Seattle Airports District Office  
2200 S. 216th Street  
Des Moines, WA 98198

October 4, 2019

Mr. Sunil Harman A.A.E., IAP  
Director of Aviation  
Bellingham International Airport (BLI)  
4255 Mitchell Way, Suite 206  
Bellingham, WA 98226

Dear Sunil:

The Bellingham International Airport Airport Layout Plan (ALP), prepared by AECOM, and bearing your signature, is approved, and the master plan is accepted. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2019-ANM-2413-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on 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. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. 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.

Please attach this letter to the Airport Layout Plan, and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely,

A handwritten signature in black ink, reading "Joelle Briggs". The signature is written in a cursive style with a large initial "J".

Joelle Briggs  
Manager, FAA Seattle Airports District Office

Enclosure