1. **Rwy 32L**: Climb heading 315° to 540, then direct to cross GNEXX at or below 1600, then on track 315° to KURRT, then on track 295° to CBAIN, then on track 295° for vectors to assigned route/fix, maintain 2100 or as assigned by ATC. Expect clearance to filed altitude/flight level within three minutes after departure.

2. **Takeoff Minimums**
   - Rwys 14L/R, 32R: NA - ATC.
   - Rwys 14L/R, 32R: Standard with minimum climb of 425' per NM to 1400.

3. **Departure Route Description**
   - **Takeoff Runway 32L**: Climb heading 315° to 540, then direct to cross GNEXX at or below 1600, then on track 315° to KURRT, then on track 295° to CBAIN, then on track 295° for vectors to assigned route/fix, maintain 2100 or as assigned by ATC. Expect clearance to filed altitude/flight level within three minutes after departure.
NOTE: Chart not to scale.

KENT EIGHT DEPARTURE
(KENT8.ZIGED) 12OCT17

SEATTLE, WASHINGTON
BOEING FIELD/KING COUNTY INTL (BFI)

NOTE: Radar required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14L: Climb heading 137° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 or ATC assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.

TAKEOFF RUNWAY 14R: Climb heading 135° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 or ATC assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.
NEEDLE ONE DEPARTURE

**TOP ALTITUDE:**
2100

**TAKEOFF MINIMUMS**
Rwy 14L/R: NA - ATC.
Rwy 32L: Standard with minimum climb of 425' per NM to 1400 or 400-1/2 with minimum climb of 240' per NM to 1400.
Rwy 32R: Standard with minimum climb of 345' per NM to 1400 or 400-2 with minimum climb of 240' per NM to 1400.

**NOTE:** Rwy 32L/R, no right turns authorized until leaving 1400'.
**NOTE:** RADAR required.

**DEPARTURE ROUTE DESCRIPTION**
**TAKEOFF RUNWAYS 32L/R:** Climb heading 315°, maintain 2100 or ATC assigned altitude, for RADAR vectors to assigned route/fix, expect clearance to filed altitude within 3 minutes after departure.
NOTE:  Chart not to scale.

2000

TOP ALTITUDE:

T

DEPARTURE ROUTE DESCRIPTION

119.2  284.7
SEATTLE DEP CON

120.6  257.8
BOEING TOWER

121.9
GND CON

132.4
CLNC DEL

127.75
ATIS

121.9
BOEING TOWER

120.6  257.8
SEATTLE DEP CON

119.2  284.7
ARRIE

135°
700

NRVNA

135°

ALPSE

PAINE

PAE

BANGR

LOFAL

ALPSE

NRVNA

OLYMPIA

OLM

BUWZ0

ALDER

SUMMA

ARRIE

ALPSE

SEATTLE, WASHINGTON
(BFI)

BOEING FIELD/KING COUNTY INTL (BFI)

SEATTLE, WASHINGTON

NOTE:  RNAV 1.
NOTE:  RADAR required.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  ALDER departures expect direct/vectors to ALDER/V495/J1-189
NOTE:  ALPSE departures expect direct/vectors to ALPSE
NOTE:  ARRIE departures expect direct/vectors to ARRIE/J523
NOTE:  BANGR departures expect direct/vectors to BANGR
NOTE:  BUWZ0 departures expect direct/vectors to BUWZ0
NOTE:  ELMAA departures expect direct/vectors to ELMAA/J70
NOTE:  HAROB departures expect direct/vectors to HAROB/Q5
NOTE:  LOFAL departures expect direct/vectors to LOFAL/V4-495
NOTE:  NORMY departures expect direct/vectors to NORMY/V120/J12-70-90
NOTE:  OLM departures expect direct/vectors to OLM
NOTE:  PAE departures expect direct/vectors to PAE
NOTE:  SUMMA departures expect direct/vectors to SUMMA/J5/J54/Q9
NOTE:  VAMPS departures expect direct/vectors to VAMPS/V2-298
NOTE:  ZADON departures expect direct/vectors to ZADON

NOTE:  Chart not to scale.

TAKEOFF RUNWAY 14R:  Climb heading 135° to 700, then direct NRVNA, then on track 135° for RADAR vectors to assigned route/fix, maintain 2000 or as assigned by ATC.

Expect clearance to filed altitude/flight level within three minutes after departure.