

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 10/02/2025	APWS Task ID: C65EE43871194A04B88BBA58847D34FC	APWS Project ID: 1E3775B361E84B139184CA7E63114D8E
Procedure: THUMB ONE DEPARTURE (RNAV)		Enroute: YES	Specialist: Stuckey, Boyd		Agreement Number:
Airport ID: KBDL			Airport City: WINDSOR LOCKS		State: CT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>PENDING DATA USED</div> <div>COASTAL SID REPLACED WITH THUMB (RNAV) SID</div> <div>WAIVERS (1): REQUEST TO NOT CHART ALTITUDE AT IF FOR RADAR VECTORS (RV)</div> <div>CONTACT: DAVE DANNER (AJV-A421) (405) 954-5077</div> <div>06/24/2025:THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/8/2025. DP ROUTE DECRPTION: BRADLEY INTL (BDL) ADDED: "OR AS ASSIGNED BY ATC" TO EACH RUNWAY ROUTE DESCRIPTION.</div> <div>07/10/2025:THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/8/2025. DP ROUTE DECRPTION: BRADLEY INTL (BDL) UPDATED CLIMB-TO ALTITUDE FROM "2500/3000" TO "673".</div> <div><div>QUALITY 38 CHECKED</div><div>QUALITY 12 CHECKED</div></div>					

**1. FLIGHT PROCEDURE IDENTIFICATION:**

WINDSOR LOCKS, CT  
BDL  
THUMB DEPARTURE (RNAV)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

FAAO 8260.46J, Appendix E, Section 1.2.m.3, "Document the minimum crossing altitude at the IF on RNAV Radar departure procedures as follows: CHART: MINIMUM CROSSING ALTITUDE AT (RNAV IF)-(Altitude)."

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

The THUMB DEPARTURE (RNAV) will serve BRADLEY INTL AIRPORT (KBDL), as well as WESTFIELD-BARNES RGNL AIRPORT (KBAF), WESTOVER ARB/METRO AIRPORT (KCEF) and HARTFORD-BRAINARD AIRPORT (KHFD).

It is the opinion of ATC and the ZBW Instrument Flight Procedure (IFP) collaborative work group that the absence of a coded altitude at the IF GOETS allows for a more effective, efficient, and safer routing. This allows for different altitudes to be assigned as it relates to the various types of aircraft utilizing this procedure. This ensures the separation of departures from other Yankee TRACON (Y90) arrival and departure flows and prevents pilots from removing a minimum crossing altitude (if one were published) and replacing it with the assigned altitude during critical phases of flight.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

- a. Clearance Delivery will issue initial altitude for each departure. In the event Y90 is unable to communicate with departing aircraft, the pilots will follow the initial departure routing and climb to the initial altitude issued by ATC.
- b. In order to evaluate a RNAV Departure SID where aircraft are issued radar vectors to the Initial Fix (IF) and there is no Minimum Crossing Altitude (MCA) published, TARGETS Reference Software requires a Minimum Vectoring Altitude (MVA) be entered at or prior to the IF to complete the evaluation.
- c. Aircraft will be assigned an initial altitude by ATC at or above the MVA.
- d. Radar is required for this procedure.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Publishing a Minimum Crossing Altitude (MCA) at the Initial Fix (IF) reduces the flexibility of assigning varying altitudes to the different types of aircraft utilizing this procedure and increases pilot and controller workload.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.  
Boston ARTCC (ZBW)  
Yankee TRACON (Y90)  
Southwest Airlines, Delta Air Lines, United Airlines, American Airlines, JetBlue Airlines

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

**DATE**

**ROUTING SYMBOL**

**SIGNATURE**

# THUMB (RNAV) SID - COMMON/TRANSITION ROUTES - EN ROUTE LOW CHART









































































































