

# RUUDY 6 STATUS

Presented to: Teterboro Users Group

By: New York TRACON

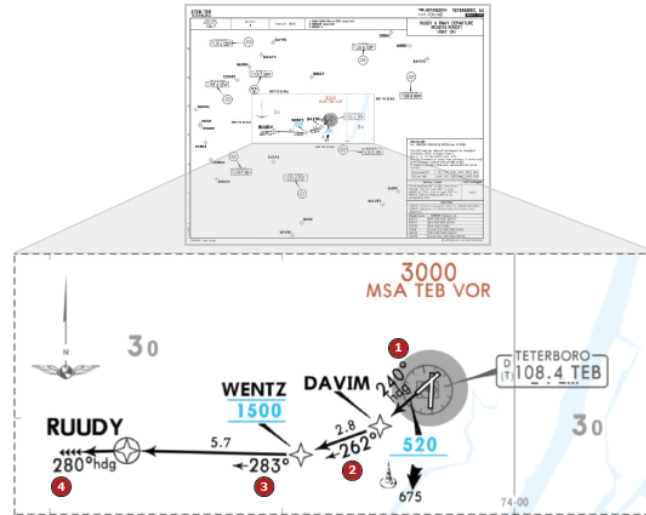
Date: May 16, 2018



**Federal Aviation  
Administration**

# ENHANCED TETERBORO (KTEB) RUUDY 6

NOT FOR NAVIGATION, CHECK LATEST JEPPESEN OR NOAA FACILITY DIRECTORY UNDER SPECIAL NOTICES FOR UP-TO-DATE INFORMATION.



There are 4 simple steps to the RUUDY 6 Departure procedure out of Teterboro:

- 1 Climb heading 240° to 520', then direct DAVIM
- 2 Then on track 262° to cross WENTZ at 1500'
- 3 Then on track 283° to RUUDY climbing to 2000'
- 4 Then on heading 280° unless instructed otherwise by ATC

There are 3 important considerations to note for operators:

1. Making the turn to WENTZ achieves lateral divergence from the overhead Newark ILS RWY 22L arrival path.
2. Crossing WENTZ at 1500' achieves vertical separation from overhead arrivals that are descending to 2500'.
3. The minimum vectoring altitude in the area is 2000' (hence the requirement to climb to 2000' after crossing WENTZ at 1500').



Subject: RUUDY (RNAV) Departure Procedure

Cancellation: 02/21/2020 1200 (UTC)

The Teterboro (TEB) RUUDY (RNAV) Departure Procedure provides IFR separation between TEB RWY 24 departures and overhead traffic descending into Newark Liberty Airport (EWR). It is critical that pilots adhere to the courses and altitudes depicted on the procedure:

- "TAKEOFF RWY 24: Climb heading 240° to 520', then direct DAVIM, then on track 262° to cross **WENTZ** at 1500', then on track 283° to RUUDY, then on heading 280° or as assigned by ATC, thence..."
- The Top Altitude on the procedure is 2000'. Adhere to the Departure Route Description "...to cross WENTZ at 1500'," and then initiate a climb to 2000', unless instructed otherwise by ATC. Note that most turbojet airplanes will level at 1500' prior to reaching WENTZ.

Different aircraft, FMS, and auto-flight combinations can vary in capability and manner of operation. Therefore, the following considerations are necessary to ensure compliance with the requirements of this procedure:

- Conduct a thorough cockpit briefing that addresses all procedural requirements and the plan for execution, including crew coordination.
- Before takeoff, verify that the procedure is correctly loaded in the FMS, and that Flight Director lateral and vertical modes are appropriately set.
- Ensure that the vertical modes are programmed properly to level off at 1500' until passing WENTZ. For some aircraft, this requires setting 1500' in the Altitude Selector for level-off until crossing WENTZ, and then setting the Top Altitude of 2000' followed by an appropriate climb mode.
- Some aircraft at light weights may have difficulty capturing the 1500' initial level-off altitude prior to WENTZ due to autopilot g-load limitations, capture logic, etc. For these situations, consider hand-flying the aircraft to the initial level-off at 1500' until crossing WENTZ.

Please ensure that you follow the lateral path and the published altitudes when using the RUUDY (RNAV) Departure Procedure.



# FAA Safety Team | Safer Skies Through Education

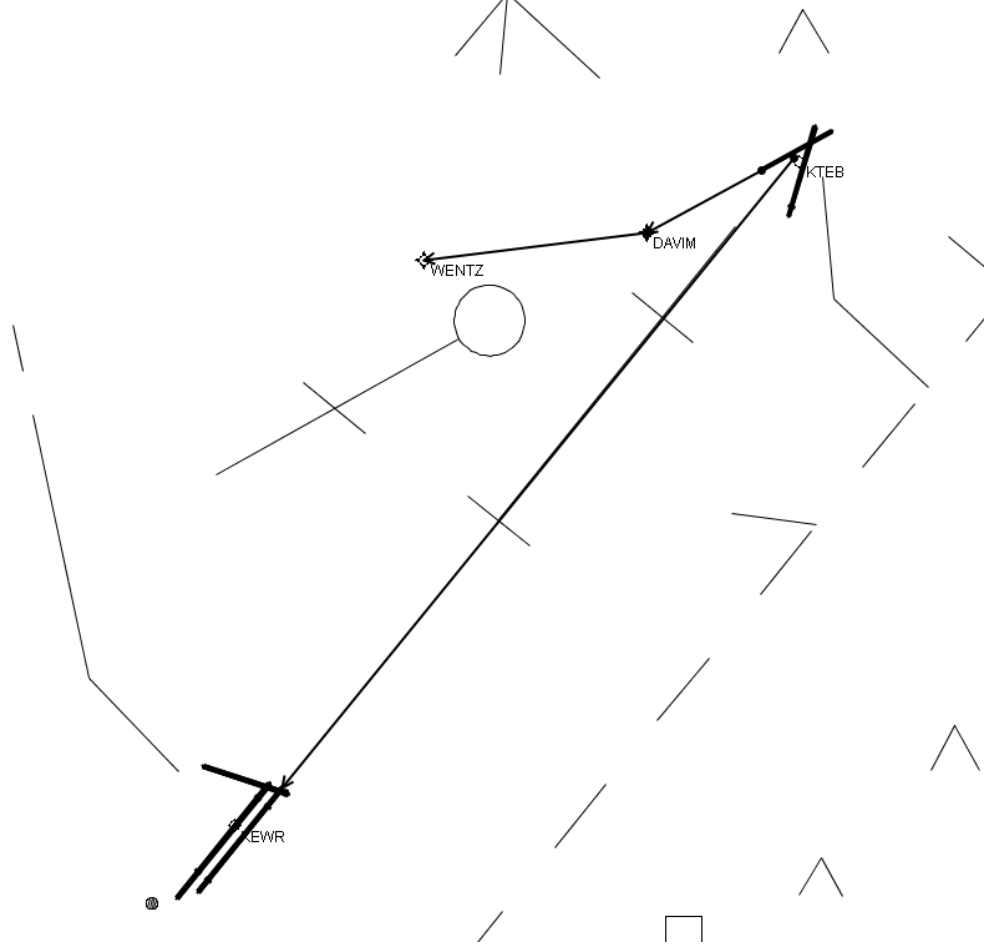
## **Ruudy** Six RNAV SID at Teterboro, NJ (KTEB)

Notice Number: NOTC7595

The **Ruudy** Six RNAV SID at Teterboro, New Jersey requires an appropriately equipped aircraft (RNAV 1 capable) to file and fly the departure procedure. When utilizing the SID it is absolutely critical to **maintain 1500 feet until past Wentz** intersection to avoid losing separation with overhead arriving aircraft at Newark Liberty International Airport. Please refer to the attached Letter to Airmen (found in KTEB NOTAMs) and the Airport website at [www.teterborousersgroup.org](http://www.teterborousersgroup.org)

New York Tracon will have an information meeting at The Port Authority of New York and New Jersey 90 Moonachie Ave, Teterboro, NJ on May 16, 2018 to discuss the issue.





# Comparision of RUUDY Deviations

## FY 2017

- 25 Total Devs
- 16 Altitude Devs
- 7 Heading Devs
- 2 Combo Devs

## FY 2018

- 30 Total Devs
- 19 Altitude Devs
- 3 Heading Devs
- 11 Combo Devs



# How Pilot Deviations are Identified

Traffic Analysis and Review Process (TARP) identifies all instances of less than standard separation across the NAS

Local ATC identified events entered into facility logs.

# How Pilot Deviations are Identified

TARP events of less than 70% separation and all locally identified events are individually reviewed by ATO Safety Office.

Confirmed Risk Analysis Events are sent to N90 for data collection and forwarded to FSDO.

