

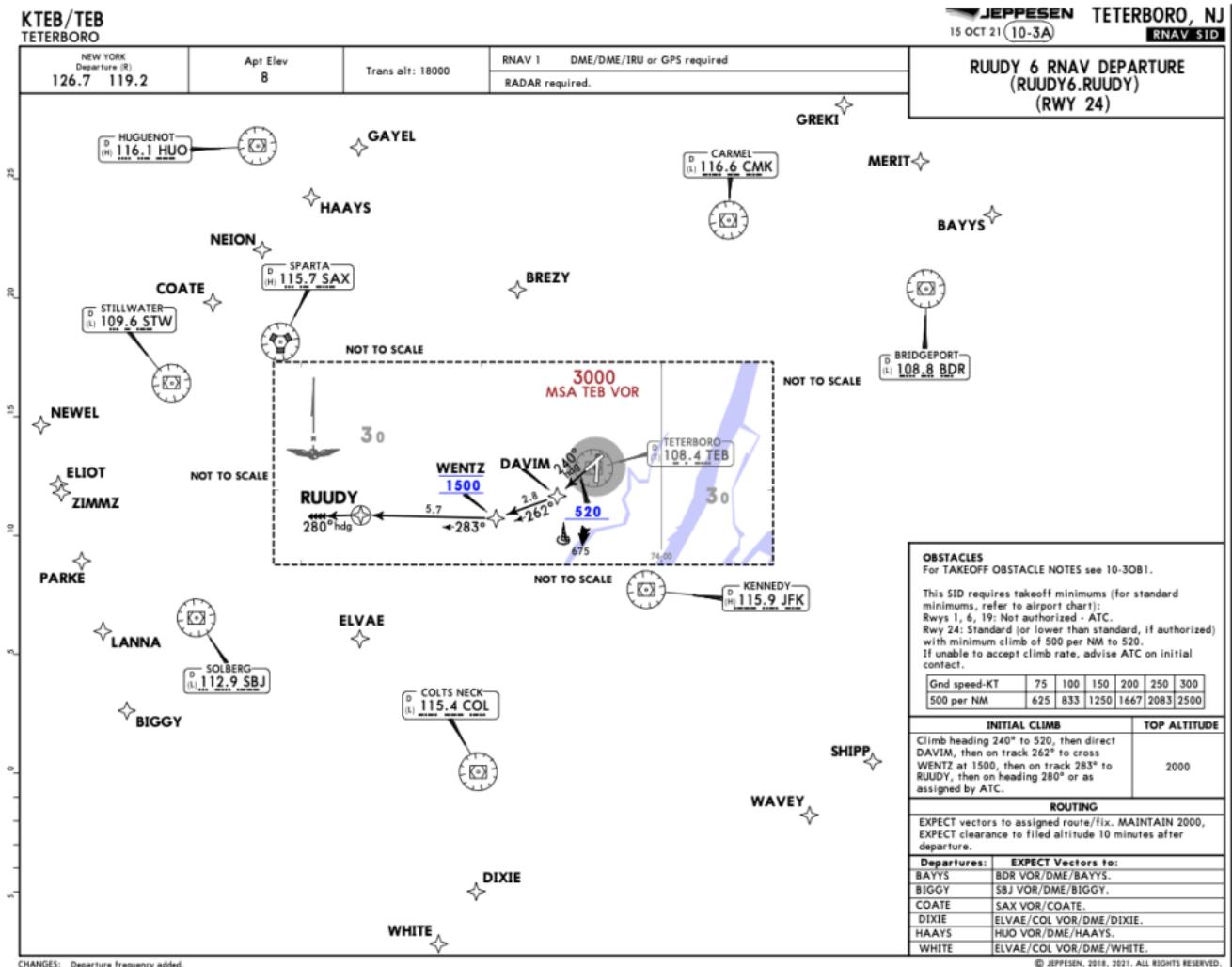
Teterboro: RIP the RUUDY SIX

Chris Shieff
23 July, 2024



For some time now, the problematic **RUUDY 6 SID** out of KTEB has been causing trouble. In fact, just prior to the pandemic the FAA reported it had resulted in nearly two hundred **pilot violations** in just six years.

If you're not familiar with it, it is a departure from Runway 24. Here's the chart:



The reason for the high number of deviations is cause for debate with **both lateral and vertical excursions** reported. In the case of the latter, one suggestion is that the procedure itself isn't that clear. For instance, a typical IFR clearance out of TEB includes the phrase "*climb via the SID*."

Take another look at the chart – it requires a level off at 1500' and an instruction to maintain 2000'.

This can be interpreted in two different ways - either to maintain 1500' until cleared to 2000', OR to continue climb to 2000' passing the waypoint WENTZ.

The Teterboro Users Group (TUG) since clarified the latter is correct, given there are actually three things going on at once:

- A turn to WENTZ to separate aircraft on Newark's 22L ILS above.
- A level restriction at WENTZ to keep aircraft away from aircraft descending to 2500' above.
- Achieving the minimum vectoring altitude for the area - hence the subsequent climb to 2000.'

And all of this while managing the energy of high-performance business jets shortly after take-off into some of the busiest airspace in the world. There is little room to get things wrong.

But people were, and quite consistently. And so, work began to develop a **clearer SID** to replace the

troublesome RUUDY.

Welcome Wentz.

On July 11 that finally happened with the publication of the new **WENTZ ONE SID** – almost.

The WENTZ ONE is effectively an improvement to remove the ambiguity. It does away with the step climb to 2000', instead requiring aircraft using it to maintain the one level – 1500'.

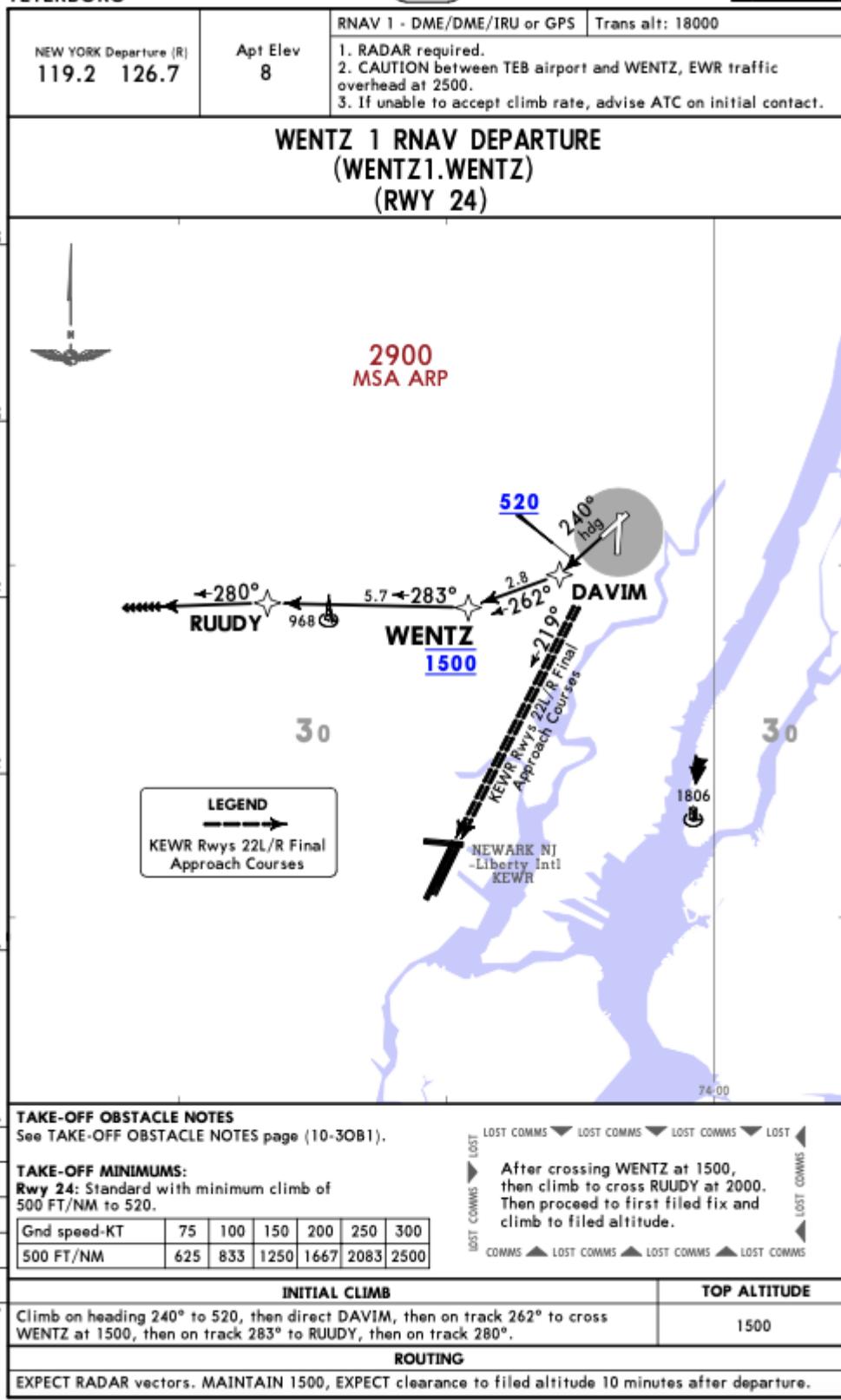
ATC will issue any subsequent climb instruction.

Here's what the new procedure looks like:

KTEB/TEB
TETERBORO

JEPPESSEN
5 JUL 24 10-3C Eff 11 Jul

TETERBORO, NJ
RNAV SID



Here's the kicker though, while the charts have been published, **no one is flying it just yet**. Why?

TUG explains that this is due to FAA controller training requirements, which are essential. Given the pending relocation of Newark's airspace from NY TRACON to Philadelphia TRACON it is difficult to predict exactly when this process will be finished.

So, while the plate will appear in your EFB, expect the RUUDY SIX for a short while yet.

What about an instrument approach to Runway 01?

While we have you here – there is another problem pilots need to contend with at TEB.

An instrument approach to Runway 01, or lack thereof.

Right now, the common procedure is the ILS 06, **circle-to-land** 01 to keep you clear of Newark.



The challenging ILS 06, circle 01.

This approach is **challenging** for a number of reasons. If you're not familiar with those, check out Code 7700's full briefing [here](#).

For some time now TUG has been advocating tirelessly for a **proper RNAV approach** which is long since overdue. There has been some progress for some Honeywell users. Since last year there has been a **coded FMS visual approach** that replicates the visual to Runway 01, but with lateral guidance and vertical guidance using familiar waypoints DANDY and TORBY. It does this with moderate angles of bank and a gentle 3.5 degree slope alleviating some of the existing threats of the procedure.

You can watch that approach below:



With regards to a publicly available instrument approach to KTEB's 01, TUG advises we will need to wait a while longer yet. They will have a formal update for us later this year.

Why are you still getting the Ruudy6 wrong? Stop at 1500!

OPSGROUP Team
23 July, 2024

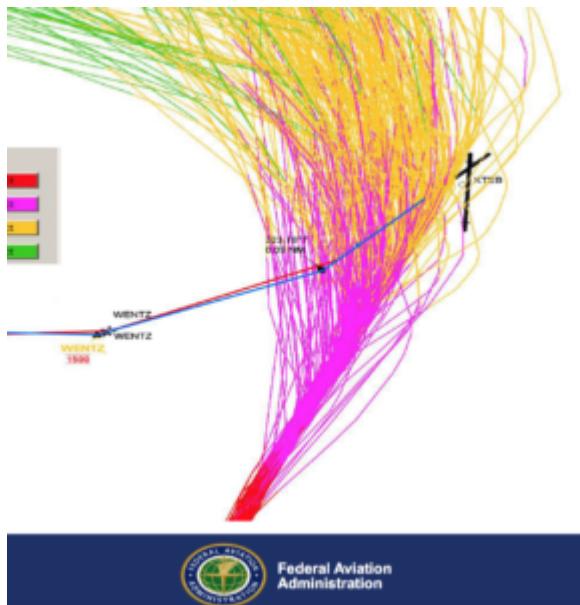


If you're departing Teterboro any time soon, make sure you stop at 1500 feet - and have a good look at the rest of the RUUDY 6 departure. That's the message from NY ATC, and the Teterboro Users Group.

The FAA has reported over 112 pilot deviations on the **KTEB/Teterboro** RUUDY 6 SID.

The Teterboro Users Group has asked us to remind all pilots that strict compliance is required, especially vertically.

"The most common error being a climb straight to 2000' without honouring the requirement to cross WENTZ at 1500" - Capt. David Belastock, President, TUG



This week the FAA issued the following notice which explain the issue and the serious consequences of non-compliance, namely the reduced vertical separation with **KEWR/Newark** arrivals:

Teterboro Airport SID Deviations

Notice Number: NOTC7799

The Ruudy Six departure continues to incur both lateral, but in particular, vertical pilot deviations. Due to the proximity of Newark and other area airports it is imperative to follow the RNAV(RNP1) departure procedure to Performance Based Navigation (PBN) standards. Do not drift left off course to avoid noise monitors. **Do not climb above 1500 until passing Wentz intersection.** There is only 1000 feet of separation with overhead traffic at Wentz. When issued the clearance to "climb via the SID" all altitude restrictions must be complied with as depicted on the chart.

Attached are excerpts from the Aeronautical Information Manual and the Controllers handbook explaining the Climb Via procedure. An expanded explanation is in chapter 4 and 5 of the AIM.

Further information can be found on the Teterboro Users Group website <http://teterborousersgroup.org> and in KTEB Notice to Airmen (Letters to Airmen section)



ENHANCED TETERBORO (KTEB) RUUDY 6

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



There are 3 important considerations to note for operators:

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

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There has been an extensive education campaign underway for a long period including guidance material, pilot meetings, educational podcasts and even a FlightSafety International eLearning course. Despite these efforts, pilot deviations continue to occur.

A great guide has been created by Captain Belastock and its very useful for any crews operating out of KTEB.

Know of any other procedures with unusually high non-compliance?

Let us know!