

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

OPSGROUP Team  
6 June, 2018

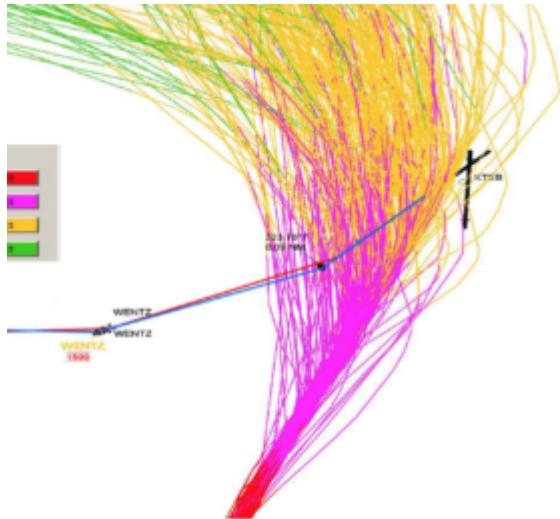


If you're departing Teterboro any time soon, make sure you stop at 1500 feet – and have a good look at the rest of the RUUDY 6 departure. That's the message from NY ATC, and the Teterboro Users Group.

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

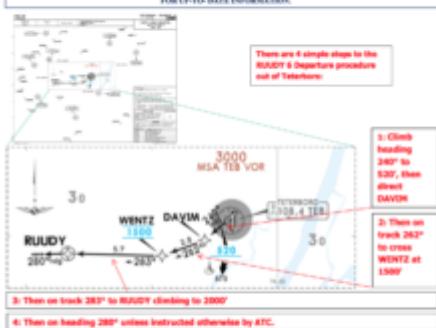
The Ruudy Six departure continues to incur both lateral, but in particular, vertical pilot deviations. Due to the proximity of Newark and other area airports it is imperative to follow the RNAV(RNP1) departure procedure to Performance Based Navigation (PBN) standards. Do not drift left off course to 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 3000'. (hence the requirement to climb to 3000' 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!

## New ICAO SID/STAR Phraseologies from 10 November 2016 (or not?)

Declan Selleck  
6 June, 2018



This is not going to be a short story.

But here's the summary. In June 2016, ICAO updated Doc 4444 (the Air Traffic Control bible) with **Amendment 7**.

One of the main things this new bit does, **is to change what the controller will say to the pilot**, on a Standard Instrument Departure (SID), and on a Standard Instrument Arrival (STAR).

The new phraseology headline is “CLIMB VIA” and “DESCEND VIA”, but there are many more new parts to it.

So, here's the problem. Doc 4444 is the master document, but each country has to implement the changes. And many are not - because they haven't had time to train the controllers, or because they haven't done a safety case (ie. figured out if anything in the new phraseologies might be dangerous), or ... other reasons.

Some states have even published AIC's to say that they **won't** be implementing the changes (Australia, Switzerland). Others have already published the changes (Iceland, for example).

**Confusing? You bet. For now, do two things:**

1. Read the new rules, because you'll hear them from November 10th, but we're not exactly sure where yet.
2. Comment below and tell us any additional info you have.

The new rules are here:

1. ICAO State Letter (the official version, with the verbatim changes to Doc 4444)
2. A summary leaflet from ICAO - the highlights.
3. SID/STAR Scenarios and Example Phraseologies from ICAO (a longer document).

We'll keep this page updated as we hear more ...

**Will be implementing the change**

Iceland

Latvia

Sweden (if we read AIP Supp 89 correctly)

**Won't be implementing the change - yet**

Finland

Singapore

Australia

Switzerland

United Kingdom (not until late 2017, earliest)