

Teterboro, NJ (KTEB)

RUUDY6 RNAV SID (amdt)

Presented to: TANAAC

By: Eastern Service Center, PBN

Date: April 26, 2017



**Federal Aviation
Administration**



Project Request

- **Proposed by New York TRACON (N90)**
 - Amend KTEB RUUDY RNAV SID to mitigate pilot deviations (112 filed)
- **PBN MISSION:** Amend RUUDY SID to mitigate issues with aircraft not flying the initial course and not conforming to altitude restrictions.

Publication Scheduled for 8/17/2017



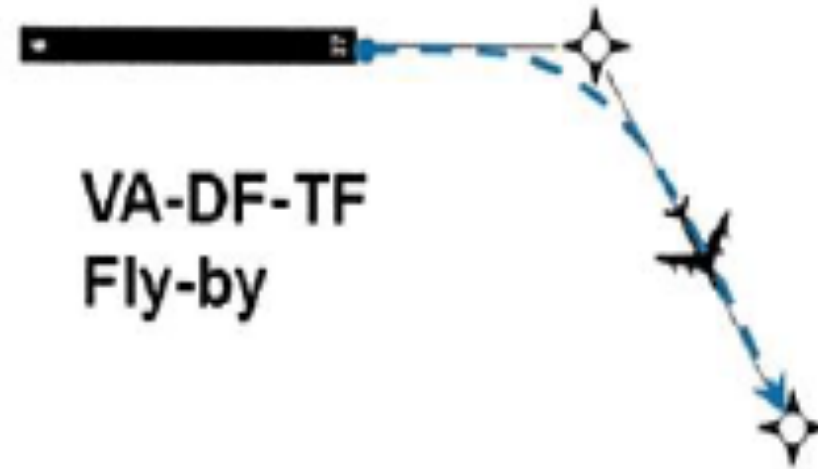
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The purpose of the RUUDY is to provide KTEB departures off RWY24 1,000 feet separation from the KEWR RWY22 arrivals until divergence can be established. VI-CF does not provide vertical guidance. VA-DF provides vertical guidance but required additional waypoint to supplement lateral guidance and insure the same basic track.

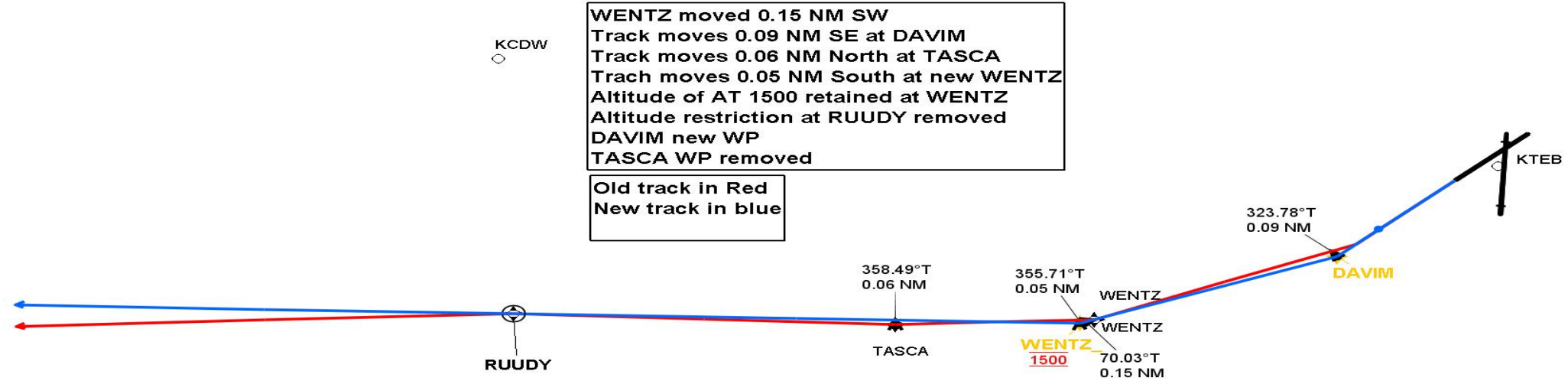
Lateral Guidance



Vertical Guidance



Overlay of Old and New Procedures



KCDW
○

WENTZ moved 0.15 NM SW
Track moves 0.09 NM SE at DAVIM
Track moves 0.06 NM North at TASCA
Track moves 0.05 NM South at new WENTZ
Altitude of AT 1500 retained at WENTZ
Altitude restriction at RUUDY removed
DAVIM new WP
TASCA WP removed

Old track in Red
New track in blue

Altitude	Color
<input type="text" value="0"/>	<input type="button" value="Select"/>
<input type="text" value="2000"/>	<input type="button" value="Select"/>
<input type="text" value="3000"/>	<input type="button" value="Select"/>
<input type="text" value="4000"/>	<input type="button" value="Select"/>

RUUDY
○

TASCA

WENTZ
WENTZ
WENTZ
1500

323.78°T
0.09 NM

KTEB
○



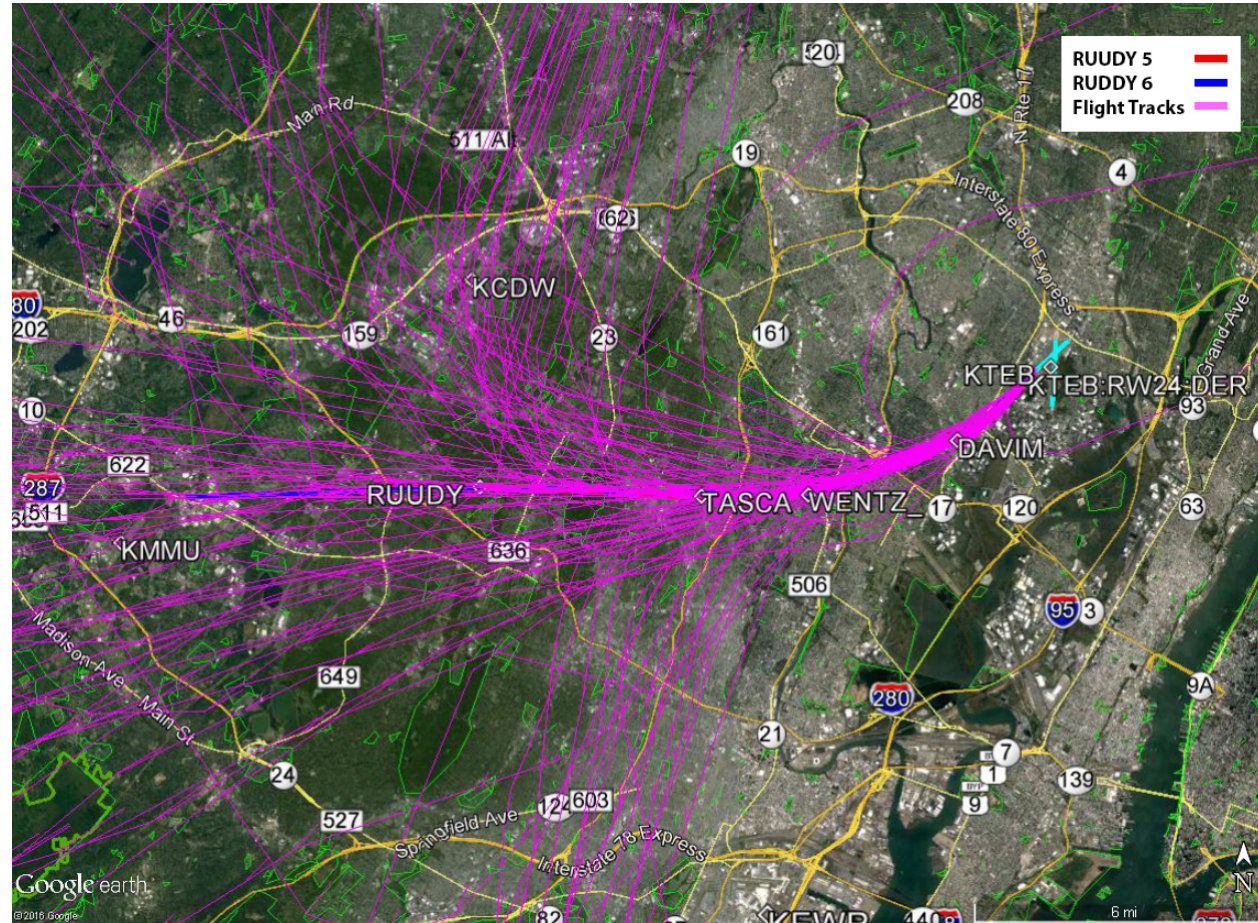
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Procedures Overlying Topographical Map



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Change of Aircraft Tracks Unnoticeable



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Summary

- **Coding change to help FMS with altitude constraints**
- **Waypoint changes necessary to provide same basic aircraft track with new coding**
- **Controllers will work procedure in same fashion with more confidence in FMS altitude coding**

