

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 11/27/2025	APWS Task ID: 16BA8855439248178A9CF0DBC2657FBF	APWS Project ID: 313D682030324985978E633C10C7963D
Procedure: VALRE ONE (RNAV) STAR		Enroute: YES	Specialist: Bradshaw, Henry		Agreement Number:
Airport ID: KHPN			Airport City: WHITE PLAINS		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>ESTABLISH VALRE (RNAV) STAR TO REPLACE VALRE STAR AT KHPN AND KDXR.</p> <p>ACTIVE DATA USED FOR KHPN AND KDXR.</p> <p>CONTACT: DAVE DANNER AJV-A421 405-954-5077</p> <p>WAIVERS (2): USE OF EXPECT NOTE AND NO ALT IN COMMON ROUTE.</p> <div><div>QUALITY 41 CHECKED</div><div>06/02/2025 QUALITY 14 CHECKED</div></div>					

**1. FLIGHT PROCEDURE IDENTIFICATION:**

WHITE PLAINS, NY  
HPN  
VALRE ARRIVAL (RNAV)

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

Publish the "EXPECT" chart note in the plan view. Per 8260.19J, para 4-5-2 e Note: Do not define an altitude as one that could be expected to be assigned by ATC.

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

a. The airspace is not optimized for constant profile descent operations with published altitude and speed restrictions on the STAR, and therefore, is not eligible to support coded altitudes. However, some method of vertical planning is necessary and the best way to achieve this is an "EXPECT" altitude chart note.

b. This STAR is a non-OPD procedure serving multiple New York airports with different altitude and traffic separation requirements. Air traffic operations require different crossing altitudes be used at the same waypoint. Publishing the "EXPECT 6000 at VALRE" chart note provides flight crews vertical navigational planning guidance, reduces radio transmissions, and allows them to prepare for forthcoming restrictions.

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

a. The "EXPECT (altitude)" chart notes are consistent with the procedures described in ZBW/N90 Letter of Agreement (LOA) and N90 Standard Operating Procedures (SOP).

b. ATC will provide appropriate altitudes as specified in the ZBW/N90 LOA and N90 SOP for separation, including obstacle clearance. A review of track data from the National Offload Program indicates that an operation utilizing ATC assigned altitudes and the vertical navigational planning note ensures a significantly high percentage of pilot compliance and absence of deviations.

c. To reduce flight crew confusion, additional workload, and FMS programming errors no more than two (2) "EXPECT" altitudes will be charted on the procedure. Additionally, the procedure will not have any coded altitudes charted to prevent confusion.

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

a. Air Traffic's stated purpose for "EXPECT" altitudes is to provide essential information for pilots in the planning of their descent and are advisory in nature only. These crossing altitudes are normally established at facility boundaries and are supported via LOA between facilities. However, the assignment of these altitudes is not absolute or consistent due to the dynamic and complex airspace inherent in the Northeast area.

b. No vertical planning information on arrival: The absence of "EXPECT" altitude chart note(s) will increase pilot-to-controller radio transmissions and lead to frequency congestion. Without any tools for vertical planning this often results in "unable" responses from flight crews when they are given crossing clearances. This results in flight crews often being behind the aircraft in preparing for and configuring the aircraft for descent and requires controllers to formulate another clearance to ensure safety is not compromised and the flow to multiple airports is not adversely affected.

c. Relying on coded altitudes for pilot arrival planning: This procedure was not designed as a "Descend Via" STAR. Coded altitudes on the plate indicates to flight crews this procedure is a descend via procedure and they have permission to descend once provided lateral clearance. Now that OPD is being utilized much more frequently within the NAS and internationally, air crews have become accustomed to receiving descend via clearances. Eliminating coded altitudes on the plate removes the misinterpretation that this procedure is an OPD and prevents flight crews from expecting to hear a "descend via" clearance.

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

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.

Boston ARTCC (ZBW)

New York TRACON (N90)

Delta Air Lines, American Airlines, JetBlue Airlines

**7. SUBMITTED BY:**

**DATE**      **OFFICE IDENTIFICATION**      **TITLE**

**SIGNATURE**

**8. AFS ACTIONS:**

☐ **APPROVED**    ☐ **DISAPPROVED**    ☐ **NOT REQUIRED**

*Digitally signed by*

**CASEY D HILL**

Jun 04, 2025

**COMMENTS:**

**DATE**      **ROUTING SYMBOL**      **SIGNATURE**

**1. FLIGHT PROCEDURE IDENTIFICATION:**

WHITE PLAINS, NY  
HPN  
VALRE ARRIVAL (RNAV)

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

Do not publish or code any altitudes on the procedure. Per 8260.3F, para 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

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

a. The VALRE STAR serves multiple airports and runway configurations within New York TRACON (N90) airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The VALRE STAR is not a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic.

b. Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics may cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria.

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

a. FAAO 7110.65, paragraph 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA).

b. With RADAR required and ATC issuing a "CROSS (FIX) AT AND MAINTAIN" or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZBW/N90 Letter of Agreement for separation, including obstacle clearance.

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

Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios. A procedure with one coded altitude restriction on the common route that authorizes mixed aircraft performance characteristics and numerous airports of intended landing may create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

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

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.  
Boston ARTCC (ZBW)  
New York TRACON (N90)  
Delta Air Lines, American Airlines, JetBlue Airlines

**7. SUBMITTED BY:**

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

*Digitally signed by*

**CASEY D HILL**

Jun 04, 2025

DATE	ROUTING SYMBOL	SIGNATURE
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# Federal Aviation Administration

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## Memorandum

Date: July 18, 2023

To: Instrument Flight Procedures Service Providers  
WADE EK  
TERRELL

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), STAR Termination Altitude

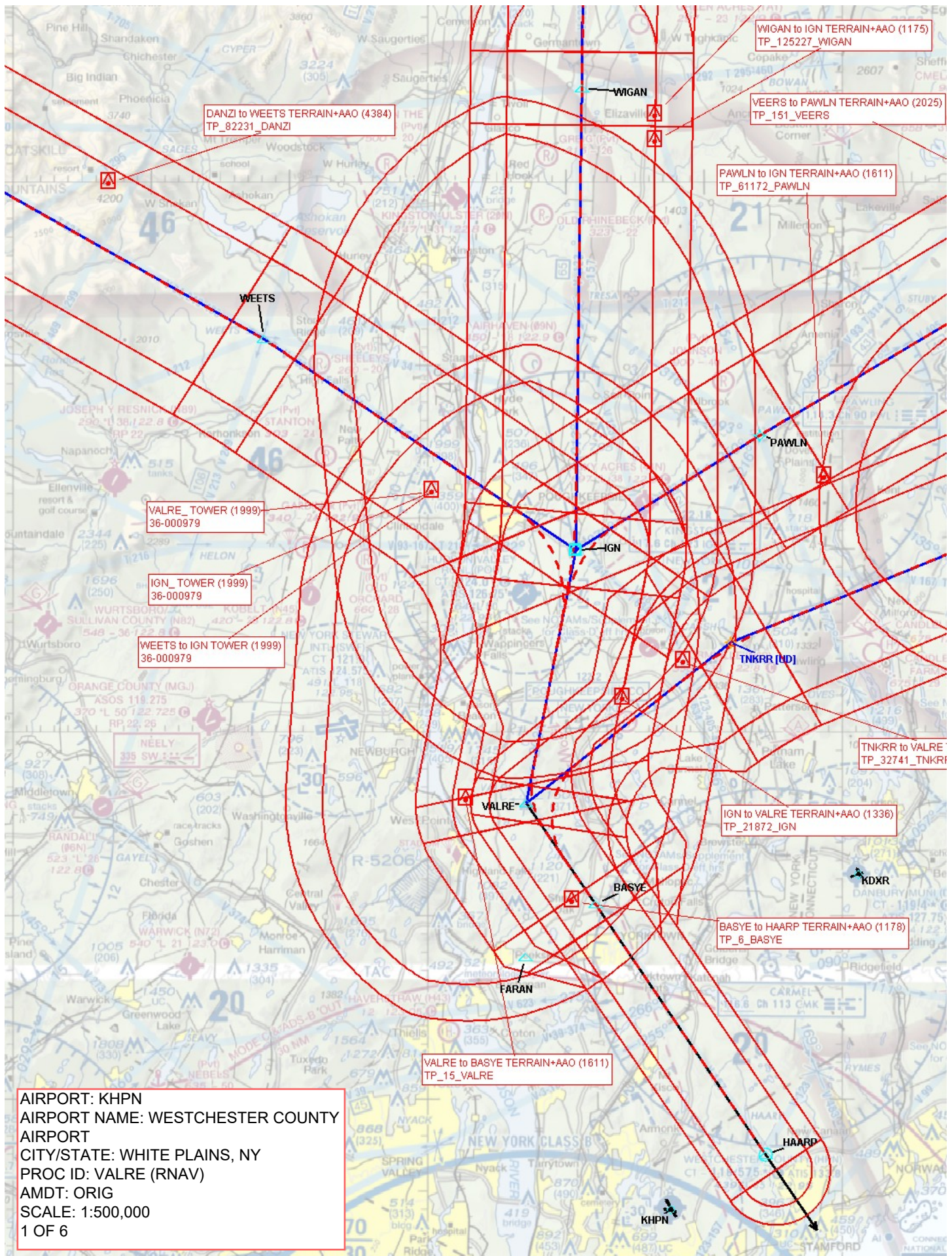
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This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

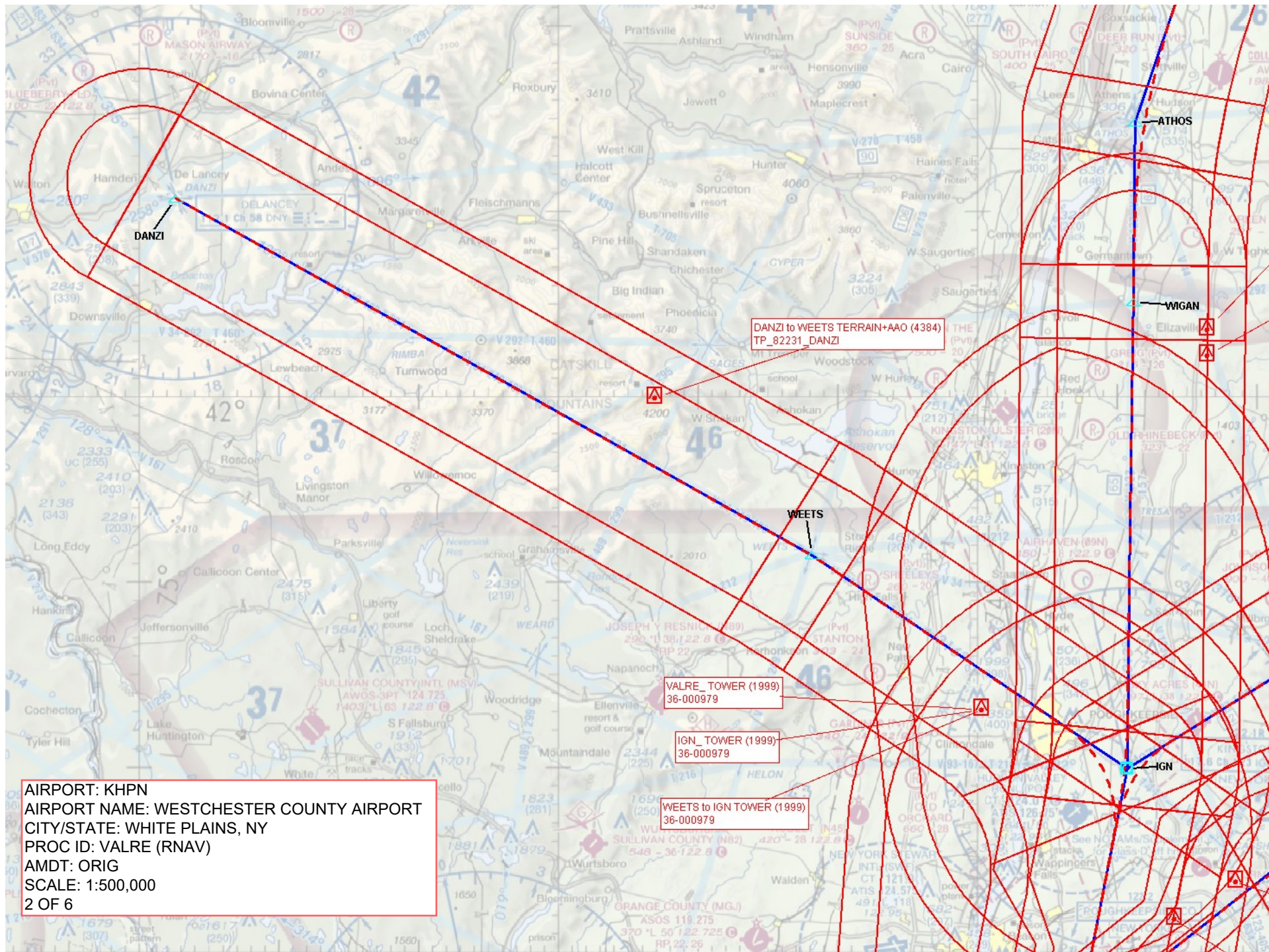
Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).











AIRPORT: KHPN  
AIRPORT NAME: WESTCHESTER COUNTY AIRPORT  
CITY/STATE: WHITE PLAINS, NY  
PROC ID: VALRE (RNAV)  
AMDT: ORIG  
SCALE: 1:500,000  
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