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|--|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: STAR | Estimated Chart Date: 04/17/2025 | APWS Task ID: 9570A3BE4F6C44E4A42288DFB00D797B | APWS Project ID: 3A7C7CAC4C2E40BCABB5E2EBDE877A98 |
| Procedure: STAR HAREI ONE (RNAV) ORIG ASPEN CO KASE | | Enroute: YES | Specialist: Garrity, Michael | | Agreement Number: |
| Airport ID: KASE | | | Airport City: ASPEN | | State: CO |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |
| <div>Procedure Comments:</div> <div>ACTIVE DATA USED FOR KASE AIRPORT, KRIL AIRPORT, AND KRIL RUNWAYS. PENDING DATA USED FOR KASE RUNWAYS.</div> <div>8260-1(S): (1): MINIMUM SPEED BELOW 250 KIAS/ABOVE 10,000 FT FOR TREEI, BIGLP, AND RUEDI.</div> <div>CONTACT: ALLAN WILL, TEAM 2 SUBTEAM-C MANAGER, 405.954.6103.</div> <div><div>12/17/2024</div><div>QUALITY 14 CHECKED</div><div>QUALITY 41 CHECKED</div></div> | | | | | |

| FIPC BASIC FORM | | | | | | |
|---|---|----------------------------------|--|---|---|--|
| PROCEDURE: STAR HAREI ONE (RNAV) ORIG ASPEN CO KASE | | | AIRPORT NAME: ASPEN-PITKIN COUNTY/SARDY FLD | | AIRPORT ID: KASE | SPECIAL CONTROL NO: OG-12-213-24 |
| FAC ID: HAREI1 | | CITY: ASPEN | | | ST: CO | ORIG CHART DATE: 04/17/2025 |
| DFL TYPE: PROC/B | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 0.5 | REIMB. NUMBER: | PTS TASK ID: 9570A3BE4F6C44E4A42288DFB00D797B | | |
| PREFLIGHT NOTES | | | | | | |
| REVIEWER: joel p murphy | | | | | DATE: 02/04/2025 | |
| COMMENTS: | | | | | CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT | |
| | | | | | <div style="display: flex; justify-content: space-between;"> YES NO </div> | |
| | | | | | CPV COMPLETE? <div style="display: flex; justify-content: space-between;"> X </div> | |
| PROCEDURE RESULTS | | | | | | |
| INSPECTION DATE: 02/04/2025 | CREW #: VN451 | N #: N87 | INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | | ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT | |
| FLIGHT INSPECTOR SIGNATURE: joel p murphy @ 02/04/2025 18:00 | | | PRINTED NAME: MURPHY, JOEL PATRICK | | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| FLIGHT INSPECTOR REMARKS: Procedure Satisfactory for GNSS operations, DME/ DME awaiting AFS/ WAJR approval. | | | | | | |
| IN-FLIGHT OBSTACLE REPORT | | | | | | |
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | GNSS ALTITUDE (MSL): | BAROMETRIC ALTITUDE (MSL): | HEIGHT ABOVE GROUND LEVEL: | | |

1. FLIGHT PROCEDURE IDENTIFICATION:

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
ASPEN, CO
RNAV STAR HAREI ARRIVAL

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA order 8260.58 PARA 1-2-5 c (2), Table 1-2-2 Minimum Speed of 250 knots (kts) above 10000 feet.
Airspeed restrictions established for ATC operation purpose and accommodate ATC request.

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

For the purpose of separation, ATC frequently assigns speed restrictions of 230 kts, 220 kts and 210 kts respectively at 16000, 15000 and 14000 ft to users.

(230 kts at 16000 feet at TREEI)
(220 kts at 15000 feet at BIGLP)
(210 kts at 14000 feet at RUEDI)

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The operators who attended the working group indicated that the aircraft they normally utilize for these procedures are capable of operating at these airspeeds, at these altitudes, without experiencing operational issues.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

No alternative action feasible due to high surrounding terrains prohibiting lowering altitude below 10000ft. A need for slower airspeed is required when entering the terminal environment in order for ATC to safely sequence aircraft for arrival to KASE. ATC determined that these waypoints required speed reduction to account for strong tailwinds experiences from the west making the sequencing with the heavy volume of traffic very challenging.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Flight Standards

7. SUBMITTED BY:

| DATE | OFFICE IDENTIFICATION | TITLE |
|------|-----------------------|-------|
| | AJV-A42 | MGR |

SIGNATURE
Digitally signed by
ALLAN WILL
Jan 17, 2025

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|
|------|----------------|-----------|

(DUMBR.HAREI1) FIG

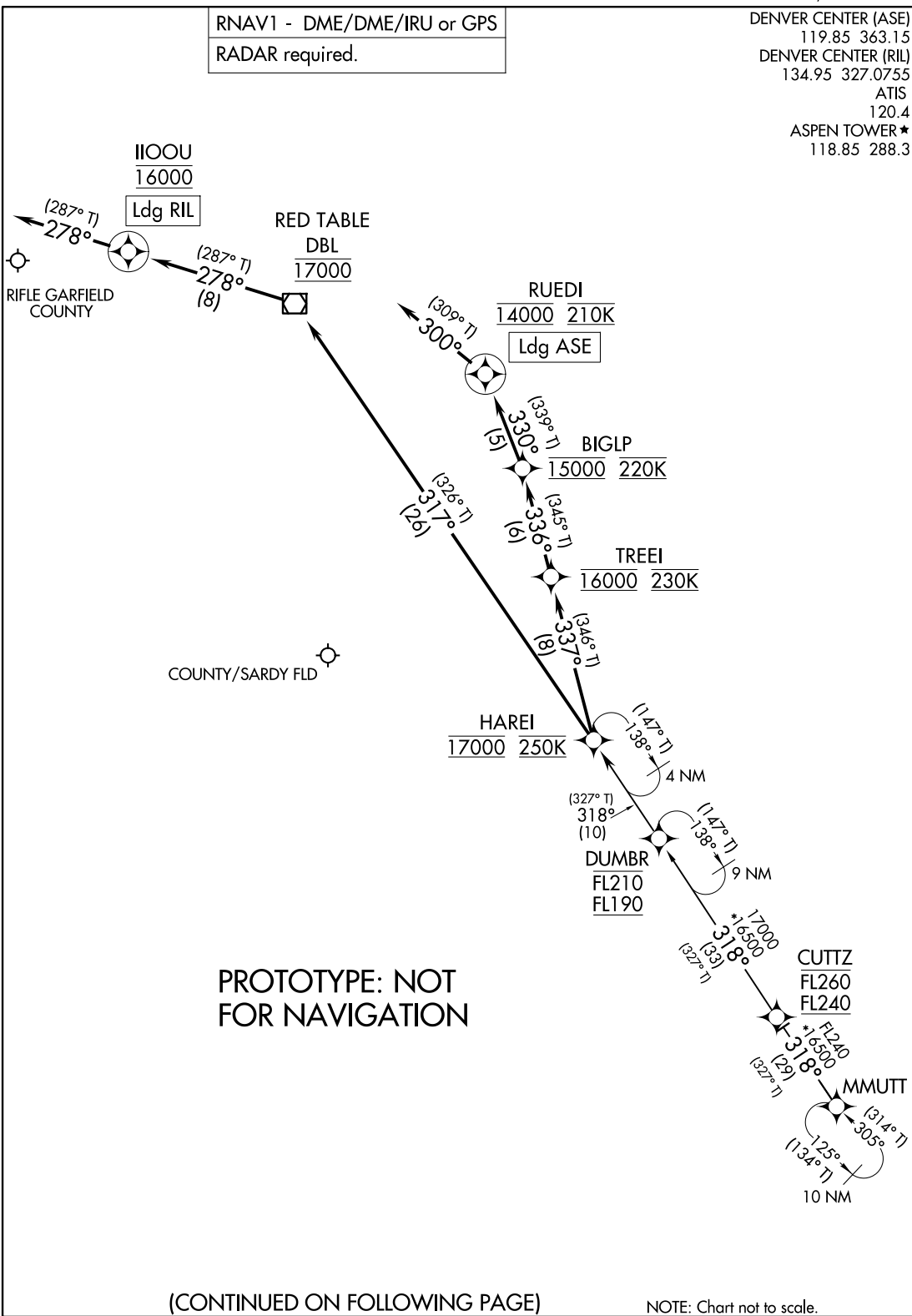
HAREI ONE ARRIVAL (RNAV)

AL-5889 (FAA)

ASPEN, COLORADO

RNAV1 - DME/DME/IRU or GPS
RADAR required.

DENVER CENTER (ASE)
119.85 363.15
DENVER CENTER (RIL)
134.95 327.0755
ATIS
120.4
ASPEN TOWER ★
118.85 288.3



HAREI ONE ARRIVAL (RNAV)

(DUMBR.HAREI1) FIG

ASPEN, COLORADO

AUTOMATED AL-5889 HAREI ARRIVAL

SW-1
2 DEC 2024
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

(DUMBR.HAREI1) FIG

HAREI ONE ARRIVAL (RNAV)

AL-5889 (FAA)

ASPEN, COLORADO

ARRIVAL DESCRIPTION

CUTTZ TRANSITION (CUTTZ.HAREI1):

MMUTT TRANSITION (MMUTT.HAREI1):

Landing ASE: From DUMBR on track 318° to cross HAREI at 17000 and at 250K, then on track 337° to cross TREEI at 16000 and at 230K, then on track 336° to cross BIGLP at 15000 and at 220K, then on track 330° to cross RUEDI at 14000 and at 210K, then on track 300°. Expect RADAR vectors to final approach course.

Landing RIL: From DUMBR on track 318° to cross HAREI at 17000 and at 250K, then on track 337° to cross TREEI at 17000 and at 250K, then on track 317° to cross DBL VOR/DME at 17000, then on track 378° to cross IIOOU at 16000, then on track 278°. Expect RADAR vectors to final approach course.

PROTOTYPE: NOT
FOR NAVIGATION

AUTOMATED AL-5889 HAREI ARRIVAL_C

SW-1

2 DEC 2024

COMPILER: CG

REVIEWER:

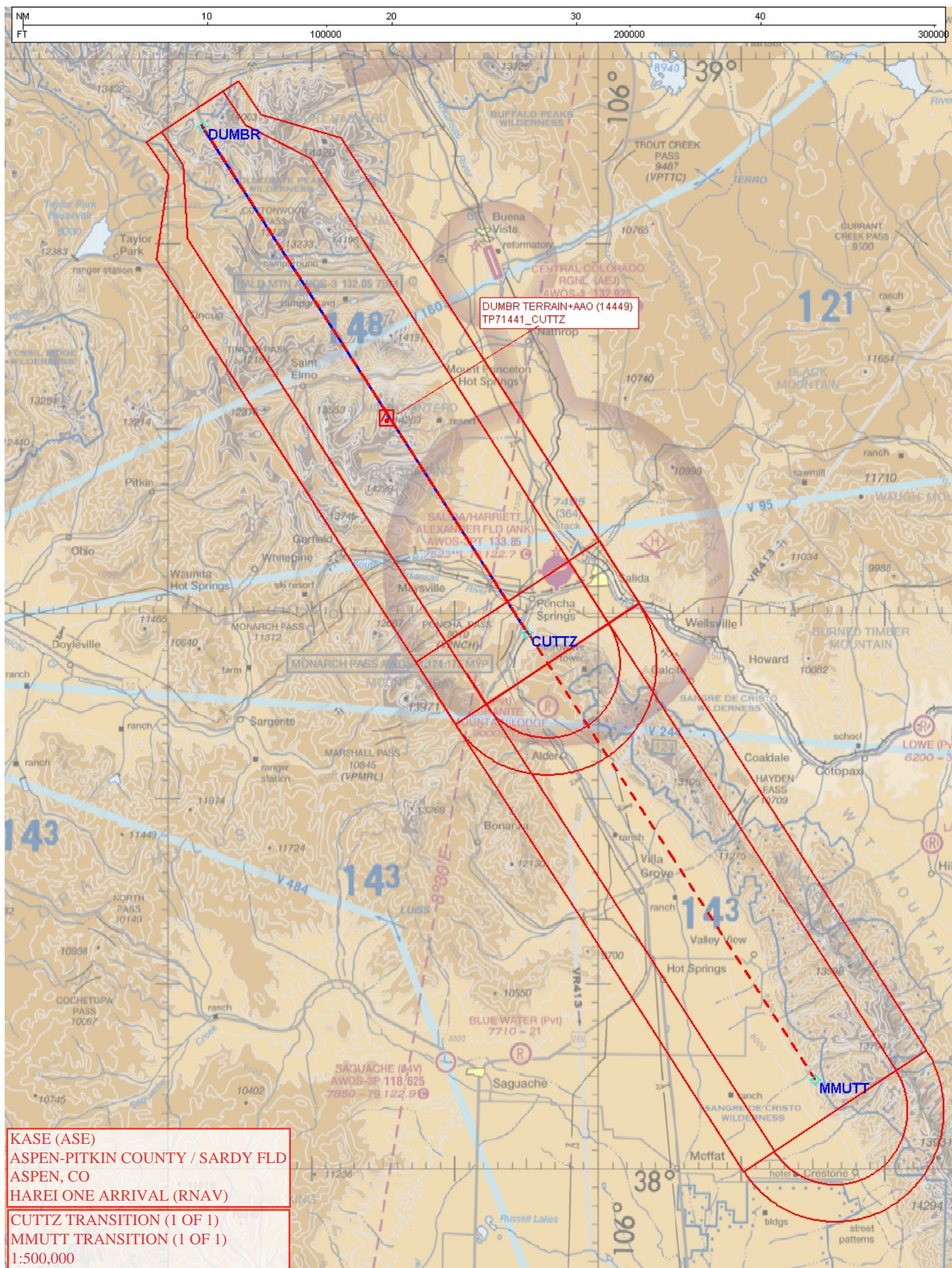
DBL CHKR:

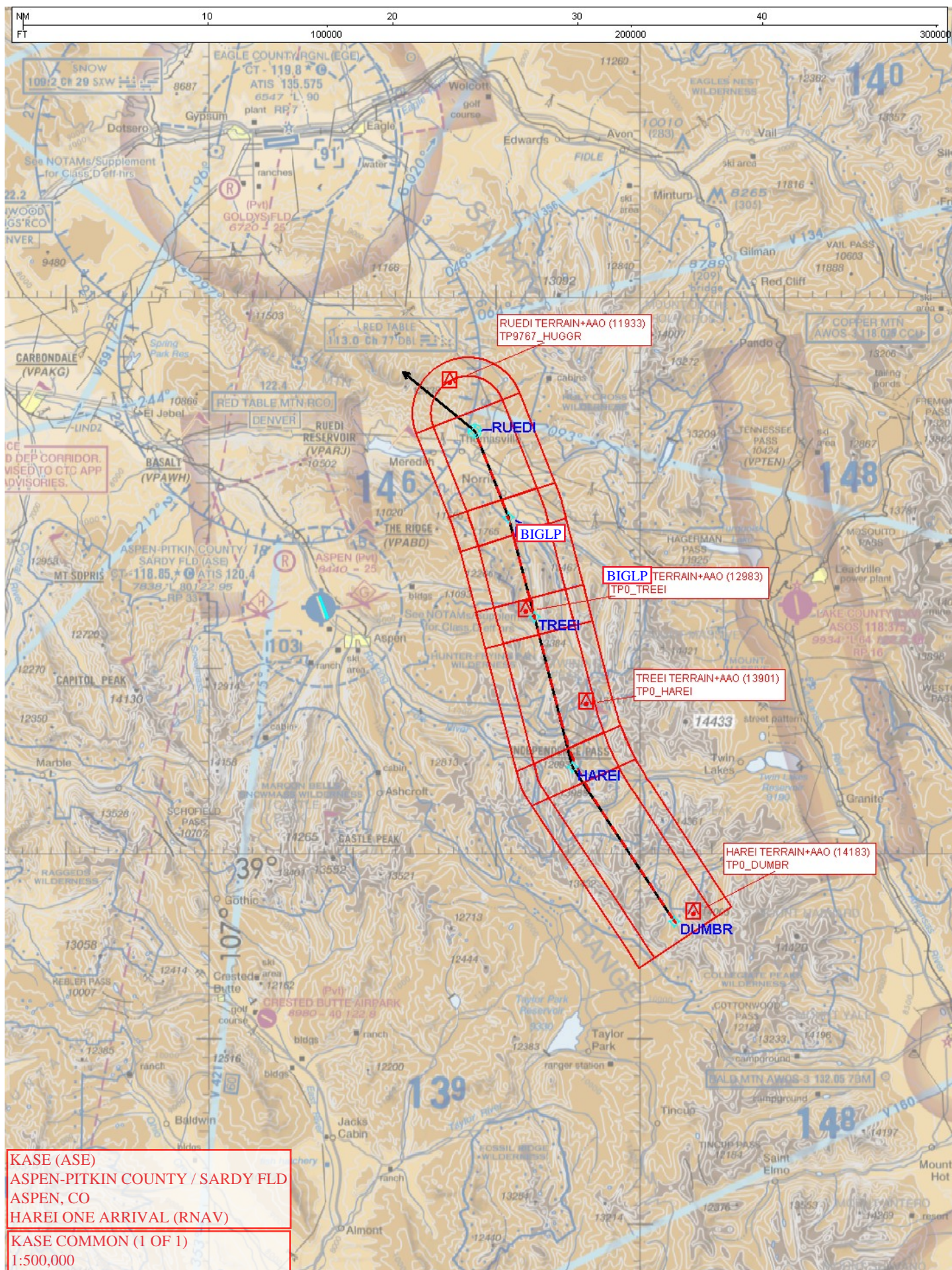
EFF: FIG

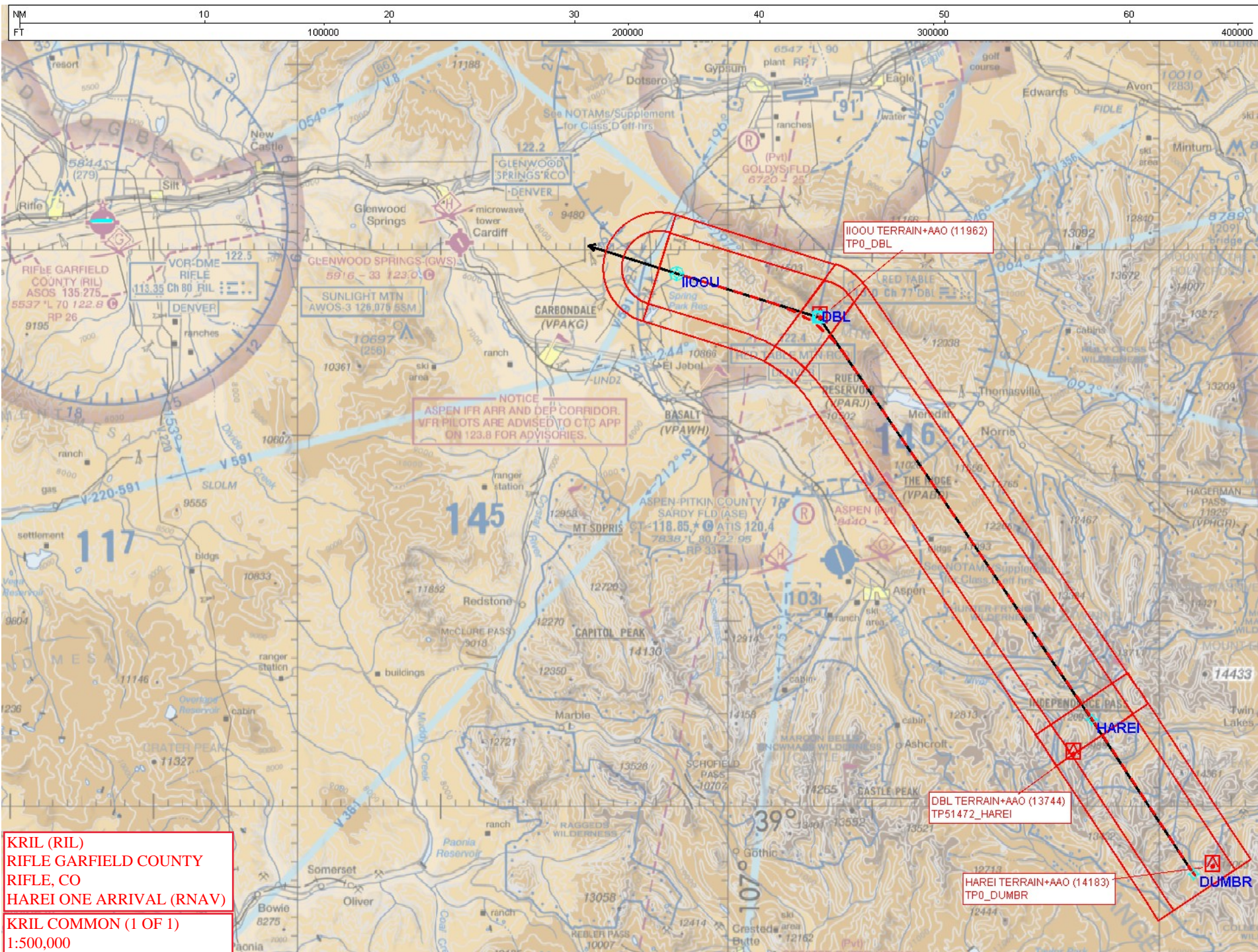
HAREI ONE ARRIVAL (RNAV)

ASPEN, COLORADO

(DUMBR.HAREI1) FIG







KRIL (RIL)
RIFLE GARFIELD COUNTY
RIFLE, CO
HAREI ONE ARRIVAL (RNAV)
KRIL COMMON (1 OF 1)
1:500,000

