

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 04/17/2025	APWS Task ID: D29779A729FA482082F74AB0433EDE4E	APWS Project ID: C1AF020C733E4A2FB59A28AEA3049AFC
Procedure: HENBY (RNAV) ONE ARRIVAL		Enroute: YES	Specialist: Bradshaw, Henry		Agreement Number:
Airport ID: KGSO			Airport City: GREENSBORO		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<div>Procedure Comments:</div> <div>ESTABLISH RNAV STAR TO REPLACE CONVENTIONAL</div> <div>WAIVER: ZDC REQUESTING A WAIVER TO FAA ORDER 8260.3E, PARA 2-2-7E. COMMON ROUTE AND RUNWAY TRANSITIONS.</div> <div>CONTACT: ALLAN WILL (405) 954-6103</div> <div>01/03/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/27/24.</div> <div>8260-17.1</div> <div>1. PROCEDURAL DATA NOTES: ADDED "NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, PSK DME MUST BE OPERATIONAL" REASONS - 8260.19J, 4-5-2, D.2.(A); ADDED CRITICAL DME.</div> <div>8260-2:</div> <div>UPDATED FIX AIROW FROM REV 1 TO 2 AND MOVED TO NON NFDC.</div> <div>UPDATED FIX GREENSBORO VORTAC FROM REV 36 TO 37 AND MOVED TO NON NFDC.</div> <div>UPDATED FIX HENBY FROM REV 12 TO 13 AND MOVED TO NON NFDC.</div> <div>QUALITY 31 CHECKED</div>					

(HENBY.HENBY1) FIG

AL-178 (FAA)

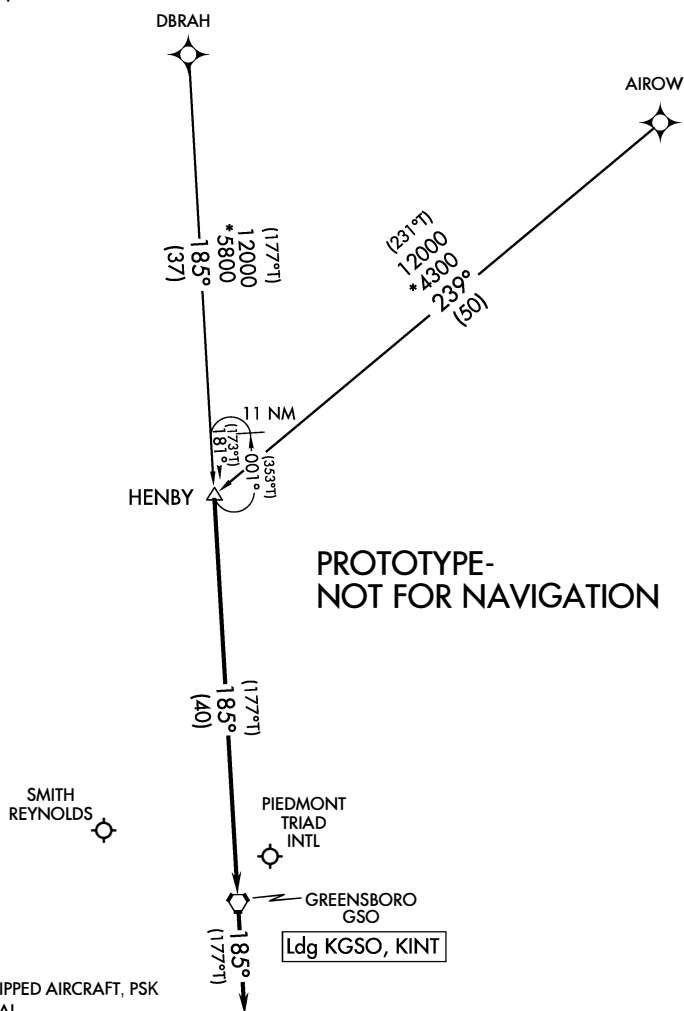
# HENBY ONE ARRIVAL (RNAV)

GREENSBORO, NORTH CAROLINA

GREENSBORO APP CON  
124.35 269.225 (250°-049°)  
126.6 327.075 (050°-249°)  
GSO D-ATIS  
128.55  
INT ATIS  
121.3

RNAV 1 - DME/DME/IRU OR GPS.

RADAR required.



## ARRIVAL ROUTE DESCRIPTION

AIROW TRANSITION (AIROW.HENBY1)

DBRAH TRANSITION (DBRAH.HENBY1)

LANDING ALL AIRPORTS: From HENBY on track 185° to GSO VORTAC, then on track 185°. Expect RADAR vectors to final approach course.

HENBY ONE ARRIVAL (RNAV)

GREENSBORO, NORTH CAROLINA

(HENBY.HENBY1) FIG

**1. FLIGHT PROCEDURE IDENTIFICATION:**

GREENSBORO, NC  
GSO  
HENBY 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Do not publish or code any altitudes on the procedure.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):**

The HENBY STAR serves multiple airports and runway configurations within Greensboro ATCT (GSO) 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 HENBY 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.

Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics will 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:**

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

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 ZDC/GSO 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 will 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.  
Washington ARTCC (ZDC)  
Greensboro ATCT (GSO)  
American Airlines, Delta Air Lines, United Airlines

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
11/04/2024	AJV-A423	MANAGER

**SIGNATURE**  
*Digitally signed by*  
**ALLAN WILL**  
Nov 04, 2024

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

**DATE**

**ROUTING SYMBOL**

**SIGNATURE**



# Federal Aviation Administration

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## Memorandum

Date:

To: Instrument Flight Procedures Service Providers

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

Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR  
Termination Altitude

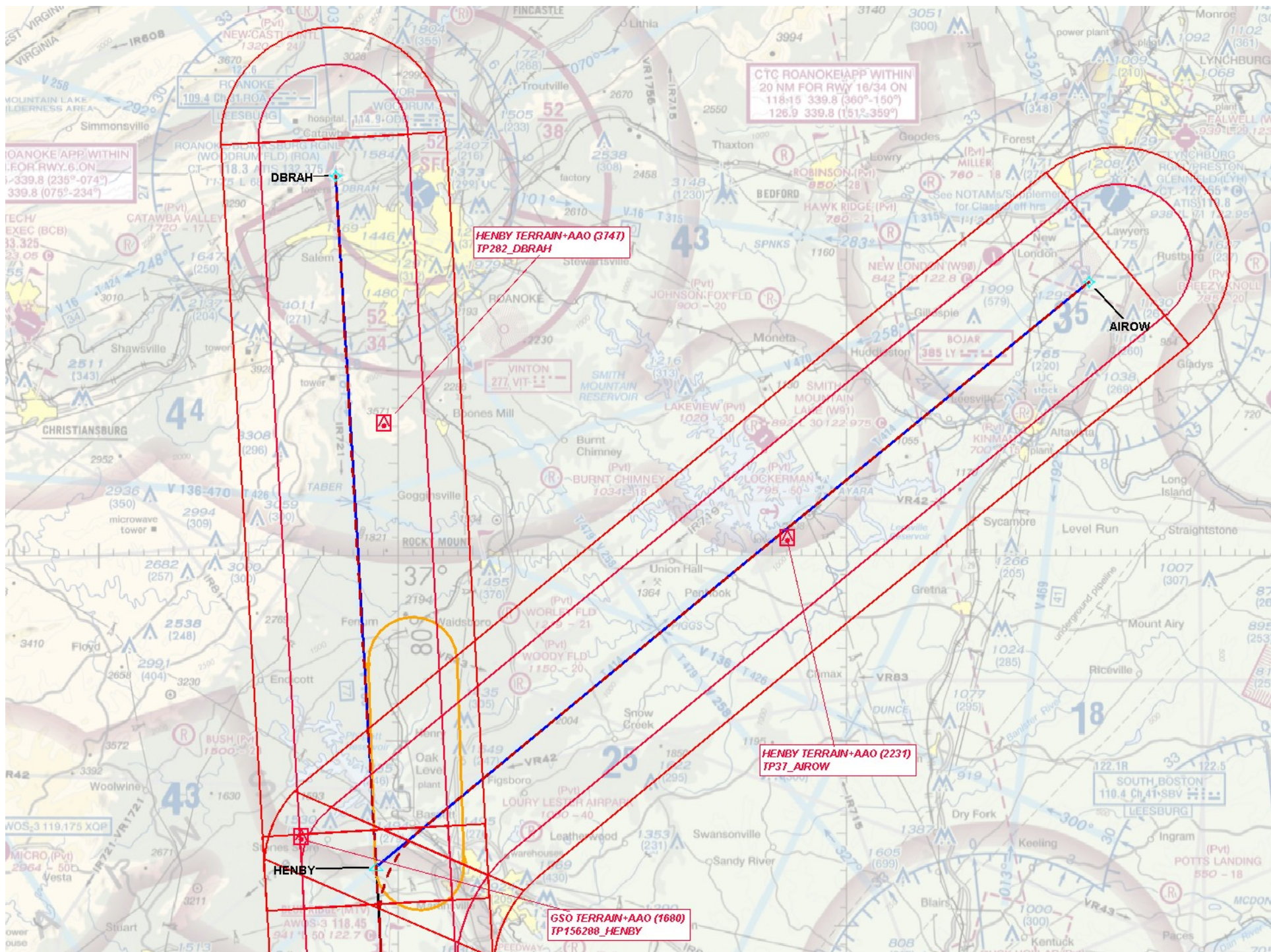
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This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

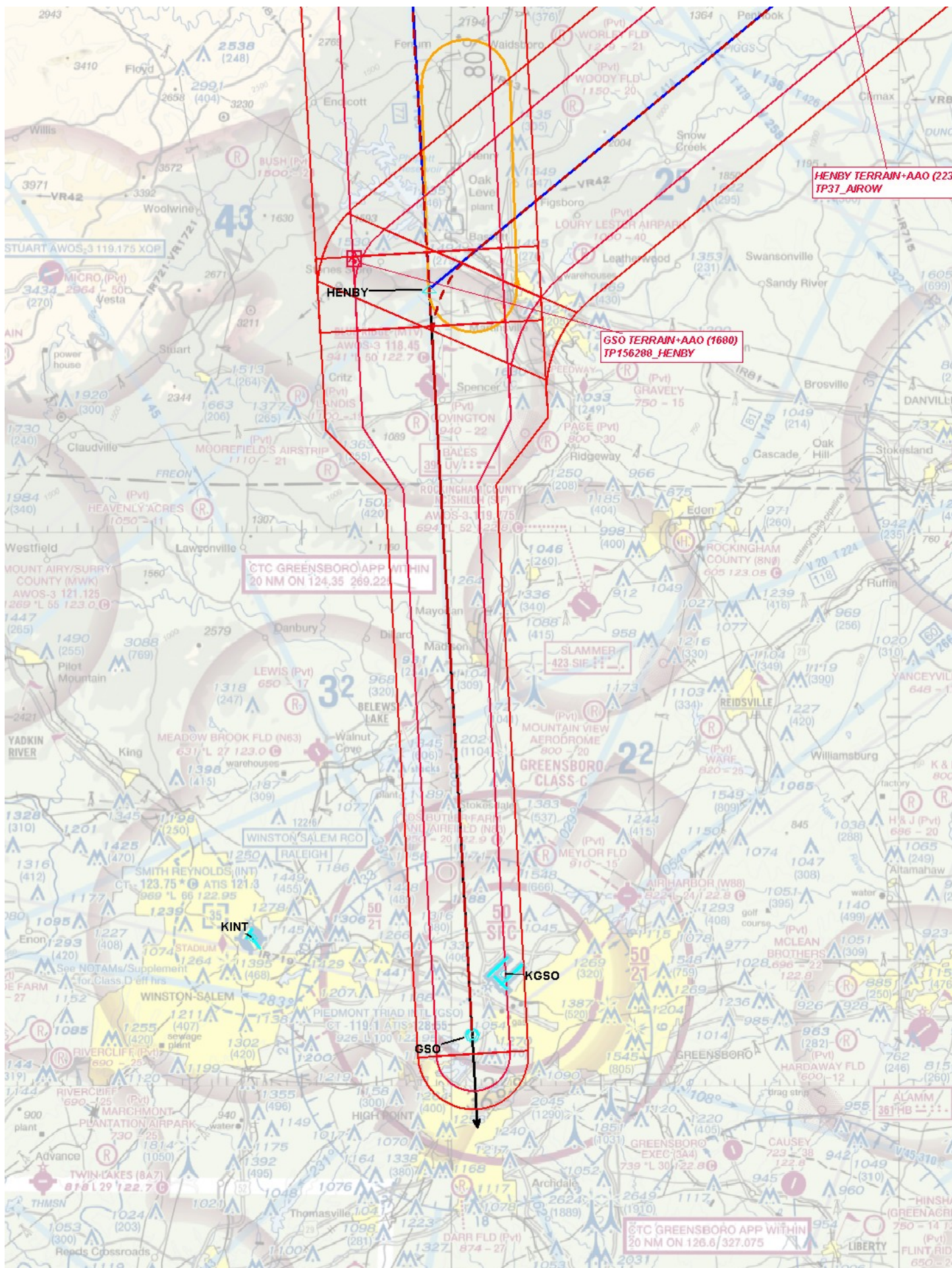
When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

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









HENBY TERRAIN+AAO (223  
TP31\_AIROW

GSO TERRAIN+AAO (1680)  
TP156288\_HENBY

CTC GREENSBORO APP WITHIN  
20 NM ON 124.35 269.22

SLAMMER  
-423 SIF 11

WINSTON SALEM RCO

KINT

KGSO

GSO

ALAMM  
361 HB

CTC GREENSBORO APP WITHIN  
20 NM ON 126.6/327.075