

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: STAR	Estimated Chart Date: 11/27/2025	APWS Task ID: 0652D379AD3E4A0E976DB7345C8C3C1D	APWS Project ID: 9A90888387744FA290808AEC870FB057
Procedure: SZAGI (RNAV) THREE ARRIVAL		Enroute: YES	Specialist: Clark, Jacob		Agreement Number:
Airport ID: KAUS			Airport City: AUSTIN		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments:</p> <p>ABBREVIATED AMENDMENT USING ACTIVE AIRPORT DATA.</p> <p>AMENDED (1) PROCEDURAL DATA NOTE AND REMOVED (1) PROCEDURAL DATA NOTE FROM FORMS.</p> <p>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.</p> <p>CONTACT: CASIMIR TABAKA 405-954-7931.</p> <div><div>QUALITY 41 CHECKED</div><div>07/11/2025 QUALITY 14 CHECKED</div></div>					

**1. FLIGHT PROCEDURE IDENTIFICATION:**

INFO ONLY

Austin, TX  
Austin-Bergstrom International Airport  
SZAGI (RNAV) STAR

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

Do not publish or code any altitudes on the procedure. Per 8260.3G, 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 SZAGI STAR serves multiple airports and runway configurations within KAUS 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 SZAGI 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:**

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 ZHU/AUS 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):**

Houston ARTCC (ZHU), AUS Approach Control, CSC OSG.

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
4/1/2025	AJV-A 432	MGR

Digitally signed by  
**CASIMIR L TABAKA**  
Apr 01, 2025

**SIGNATURE**

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
		Signed By: Romana wolf Apr 4 2025 07:38:27 GMT-05:00:00 (Central Standard Time)



# Federal Aviation Administration

INFO ONLY

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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 8260.3, 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).