

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 09/03/2026	APWS Task ID: 99929DBC86BE4C5E8DE138A24B0052BD	APWS Project ID: AC495F387EA74F7C95A7594AD3CA0091
Procedure: STAR BTSEY ONE (RNAV) CHARLOTTE NC KCLT		Enroute: YES	Specialist: Damron, Todd		Agreement Number:
Airport ID: KCLT			Airport City: CHARLOTTE		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: NEW RNAV STAR. WAIVER (2): USE OF EXPECT ALTITUDE AND NO ALTITUDE ON COMMON ROUTE. CONTACT CASIMIR TABAKA, AJV-A432 405-202-7857 Digitally signed by TARA N MARTINELLI Apr 29, 2026 QUALITY 9 CHECKED BEGUE 04/17/2026 QUALITY 14 CHECKED					

FIPC DME/DME FORM									
PROCEDURE: BTSEY (RNAV) ONE ARRIVAL				AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT		SPECIAL CONTROL NO: AG-05-094-26	
FAC ID: BTSEY1			CITY: CHARLOTTE			ST: NC		ORIG CHART DATE: 09/03/2026	
DFL TYPE: PROC/D		THIRD PARTY: ☐ YES		EST. TIME ON SITE: 1.0		REIMB. NUMBER:		PTS TASK ID: 99929DBC86BE4C5E8DE138A24B0052BD	
PREFLIGHT NOTES									
REVIEWER:						DATE:			
COMMENTS:						CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT			
								YES	NO
						CPV COMPLETE?		X	
PROCEDURE RESULTS									
INSPECTION DATE: 06/30/2026		CREW #: VN453		N #: N70		INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: galen w collins @ 06/30/2026 18:08				PRINTED NAME: COLLINS, GALEN WESLEY				NOTAM INITIATED? ☐ YES ☒ NO	
FLIGHT INSPECTOR REMARKS:									
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:				PRINTED NAME:			
SPECIALIST REMARKS:									
IN-FLIGHT OBSTACLE REPORT									
OBSTRUCTION ID #:		COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

1. FLIGHT PROCEDURE IDENTIFICATION:

Charlotte, NC
CLT
BTSEY ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Publish the "Expect" chart note in the plan view. Per 8260.19, 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):

This STAR is a non-OPD procedure that requires different altitude requirements based on the operation in use (North/South). Air traffic operations require different crossing altitudes be used at the same waypoint and criteria prohibits charting two restrictions at the same fix. Publishing the "Expect" chart note provides pilot vertical navigational planning guidance, reducing radio transmissions while allowing pilots to prepare for forthcoming restrictions. The chart notes are consistent with the procedures described in CLT/ZTL Letter of Agreement (LOA) and CLT Standard Operating Procedures (SOP).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

ATC will provide appropriate altitudes as specified in the CLT/ZTL LOA and CLT 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.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Designing at OPD STAR (negating the need for the chart note) was considered and deemed not feasible due to differing aircraft performance characteristics, navigational capabilities, and airspace constraints.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT ATCT/TRACON
NATCA
AJV-A
American Airlines and FS

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

Digitally signed by
ROBERT G HAMILTON
May 18, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

Charlotte, NC
CLT
BTSEY ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Per 8260.3, Para. 22-7e. 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):

This STAR is a non-OPD procedure that requires different altitude requirements based on the operation in use (North/South). Coding the procedure with an altitude on the common route when air traffic procedures described in CLT/ZTL Letter of Agreement (LOA) are dependent on operation requirements will cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two separate altitudes at the same waypoint on a procedure is prohibited per 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 the procedure. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZTL/CLT Letter of Agreement and local SOP for separation.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Consideration was given to designing the procedure with coded altitudes and deemed not feasible. Procedures with coded altitudes for different operational requirements (i.e. two crossing restrictions at the same fix) are not allowed within design criteria. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon traffic scenarios and operational needs. This would create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT ATCT/TRACON
NATCA
AJV-A
American Airlines and FS

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by
ROBERT G HAMILTON
May 18, 2026

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE



Federal Aviation Administration

Memorandum

Date: August 11, 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 8260.19, Flight Procedures and Airspace, STAR
Termination Altitude

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.



