

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 09/03/2026	APWS Task ID: AD484B3E8AE7496AB7C685093FA347DB	APWS Project ID: DE27B36C338244C2BA145CD63FB480D5
Procedure: STAR MAJIC ONE (RNAV) CHARLOTTE NC KCLT		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KCLT			Airport City: CHARLOTTE		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:  
CONTACT CASIMIR TABAKA, AJV-A432 405-202-7857

Waivers (2):  
Expect Note  
No Coded Altitude on Common Route



04/01/2026



**1. FLIGHT PROCEDURE IDENTIFICATION:**

CHARLOTTE, NC  
CLT  
MAJIC ARRIVAL (RNAV)

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

Publish the "Expect" chart note in the plan view at MAYOS and MAJIC. 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 serving multiple Charlotte satellite airports with different altitude and traffic separation requirements. 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, airspace constraints, and number of airports serviced by this procedure.

**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*  
**TARA N MARTINELLI**  
May 20, 2026

**COMMENTS:**

DATE            ROUTING SYMBOL            SIGNATURE

**1. FLIGHT PROCEDURE IDENTIFICATION:**

CHARLOTTE, NC  
CLT  
MAJIC 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 serves multiple airports and runway configurations within KCLT airspace. 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**

*Digitally signed by*  
**TARA N MARTINELLI**  
May 20, 2026

**8. AFS ACTIONS:**

APPROVED     DISAPPROVED     NOT REQUIRED

**COMMENTS:**

DATE            ROUTING SYMBOL            SIGNATURE

INFO ONLY



# Federal Aviation Administration

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## 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

Digitally signed by WADE  
EK TERRELL  
Date: 2023.08.11 13:46:53  
-05'00'

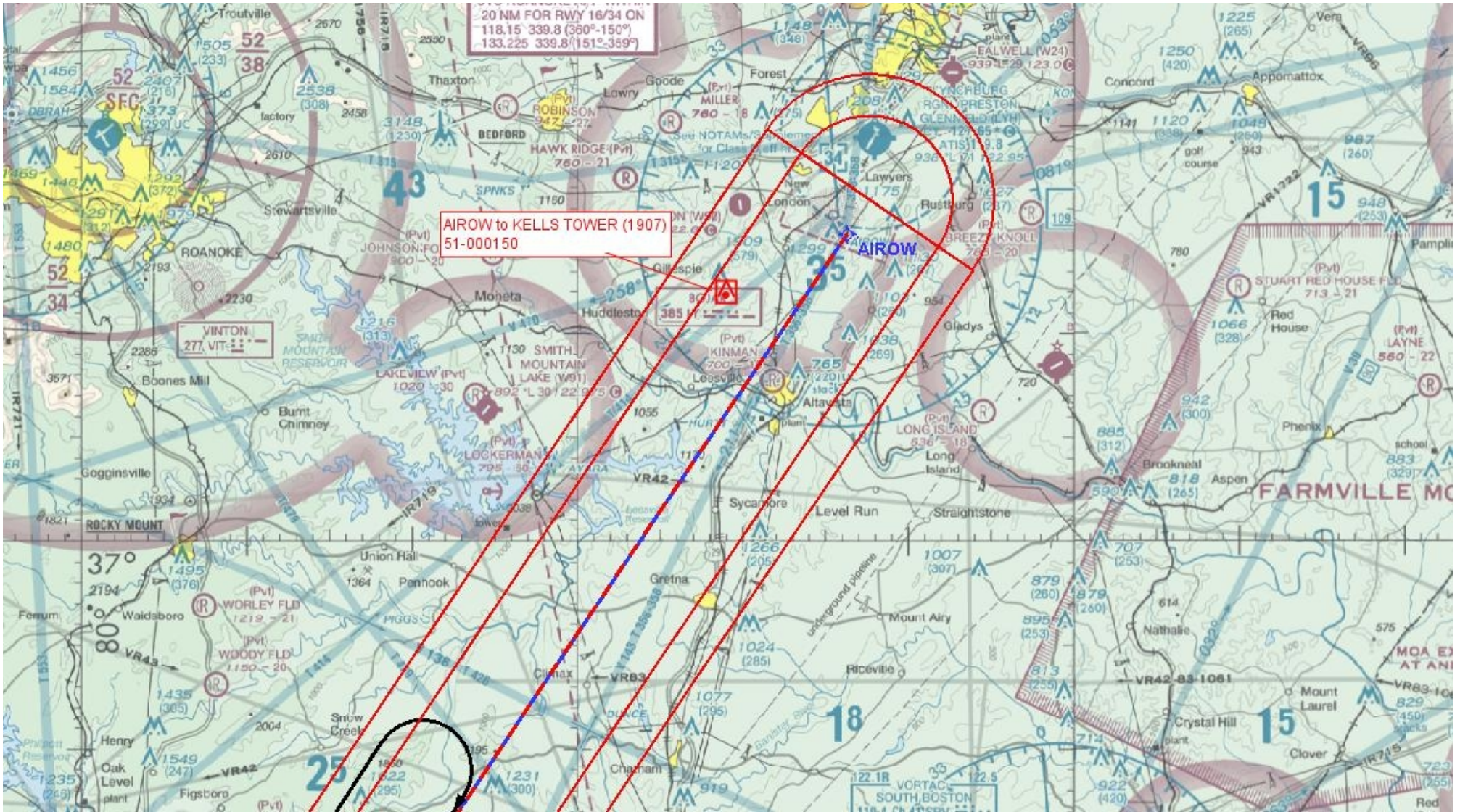
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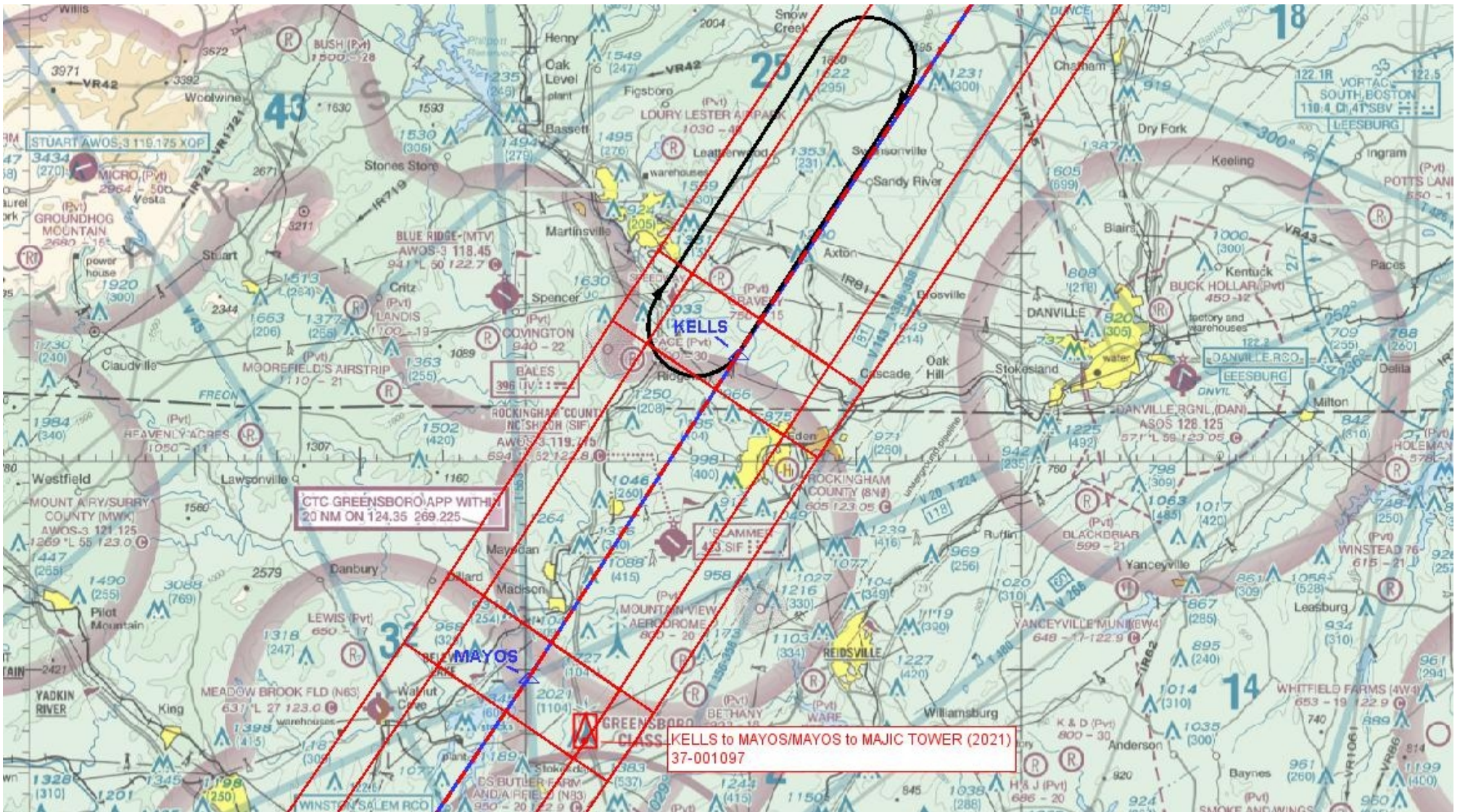
This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

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.

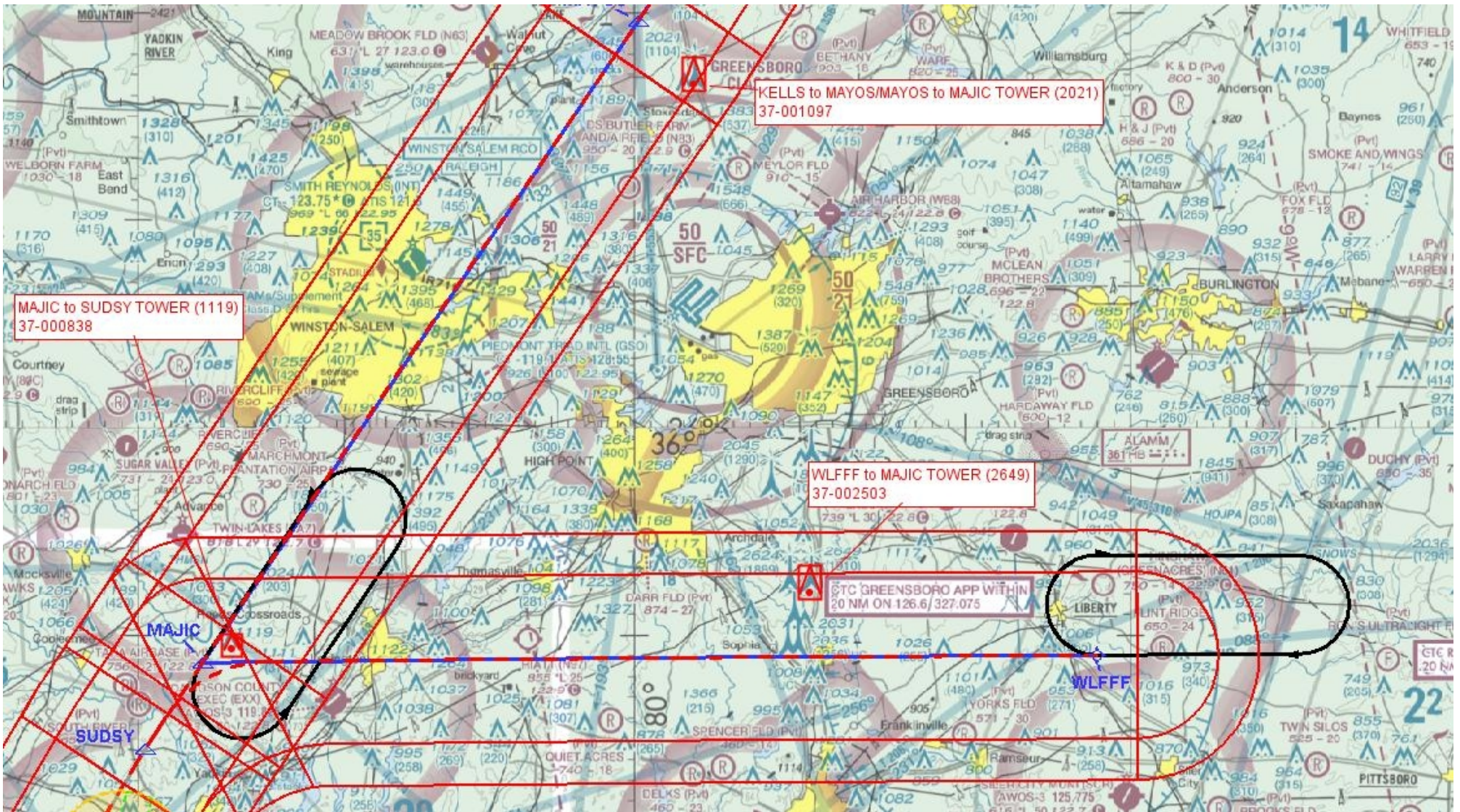
No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).



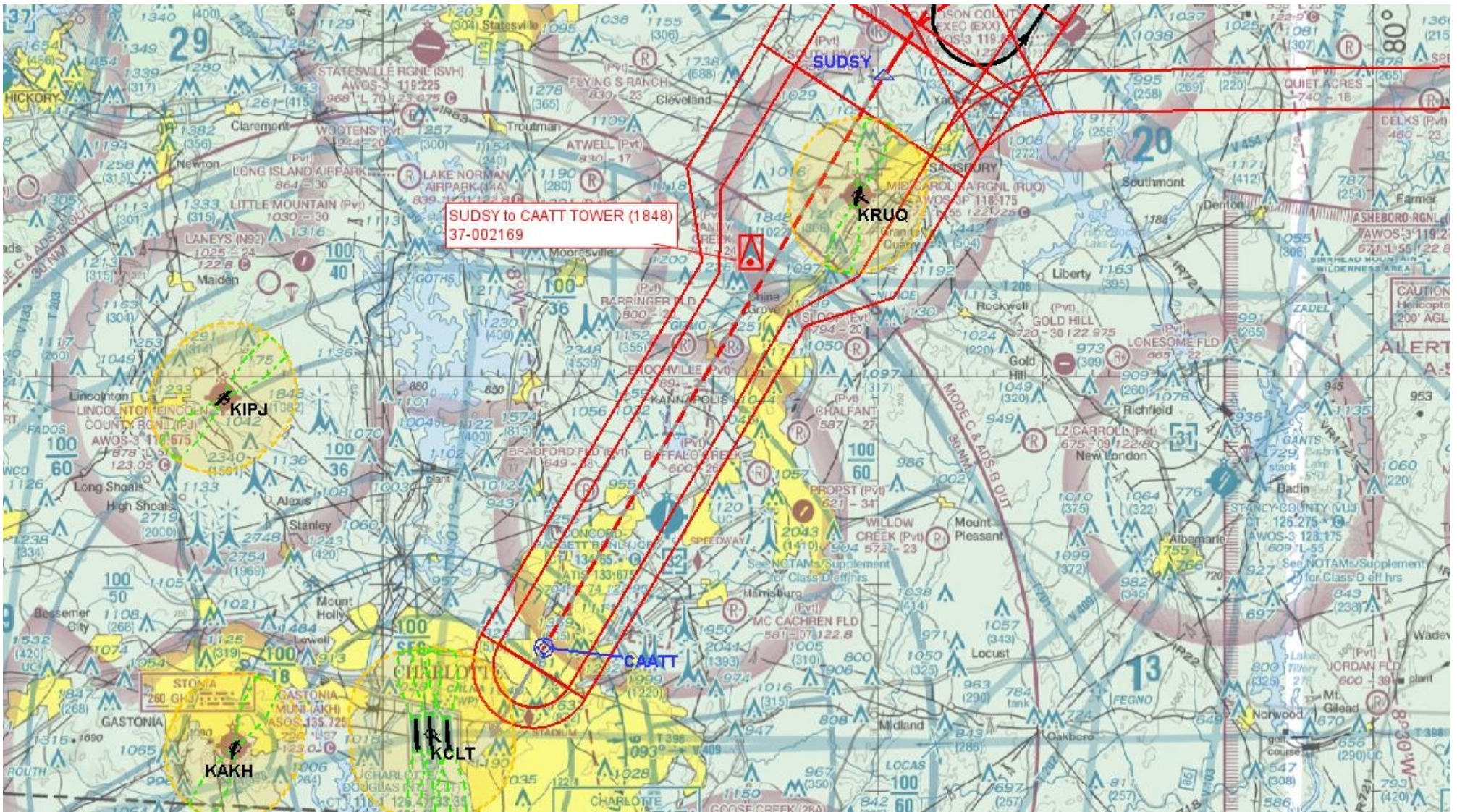
MAJIC (RNAV)



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