

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 Digitally signed by TARA N MARTINELLI Jun 30, 2026 8260-2 GIZMO 0/08/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/30/2026. REQUIRED CHARTING: DELETED STAR AND CONTROLLER. ADDED CONTROLLER LOW. 07/13/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/30/2026. PROCEDURAL DATA NOTES: DELETED "NOTE: JET AIRCRAFT ONLY." PROCEDURAL DATA NOTES: CHANGED FROM "CHART AT MAYOS: EXPECT TO CROSS AT FL220" TO "CHART AT MAYOS: JETS EXPECT TO CROSS AT 13000 AND 250 KIAS." 07/16/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 0/30/2026. CHANGED FROM "CHART AT MAYOS: JETS EXPECT TO CROSS AT 13000 AND 250 KIAS" TO "CHART AT MAYOS: EXPECT TO CROSS AT FL220". 04/01/2026 page 1 of 1 Data as of: 02/26/2026 12:46:35 CST					

FIPC DME/DME FORM						
PROCEDURE: MAJIC (RNAV) ONE ARRIVAL			AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT	SPECIAL CONTROL NO: AG-05-138-26
FAC ID: MAJIC1		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: AD484B3E8AE7496AB7C685093FA347DB		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT YES NO	
					CPV COMPLETE? ☒ X	
PROCEDURE RESULTS						
INSPECTION DATE: 06/29/2026	CREW #: VN453	N #: N70	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: galen w collins @ 06/29/2026 15:33			PRINTED NAME: COLLINS, GALEN WESLEY			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☒ SAT ☐ UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 07/07/2026 09:10			PRINTED NAME: Dave Cook	
SPECIALIST REMARKS: Procedure SAT for DME/DME/IRU flight						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM								
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							YES	NO
					CPV COMPLETE?		X	
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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
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

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Digitally signed by
TARA N MARTINELLI
May 20, 2026

DATE ROUTING SYMBOL SIGNATURE



INFO ONLY

Federal Aviation Administration

Memorandum

Date: August 11, 2023

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

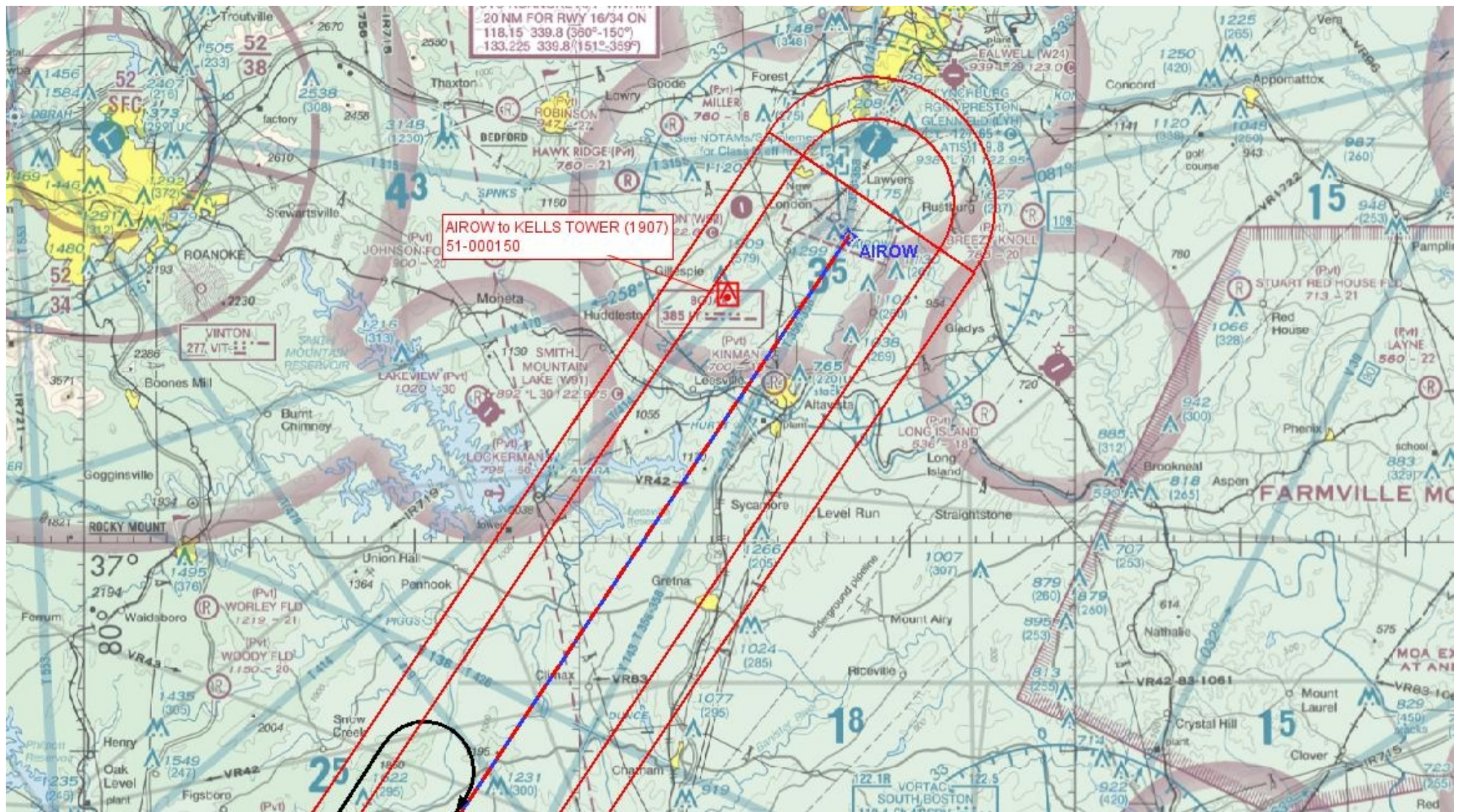
From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

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

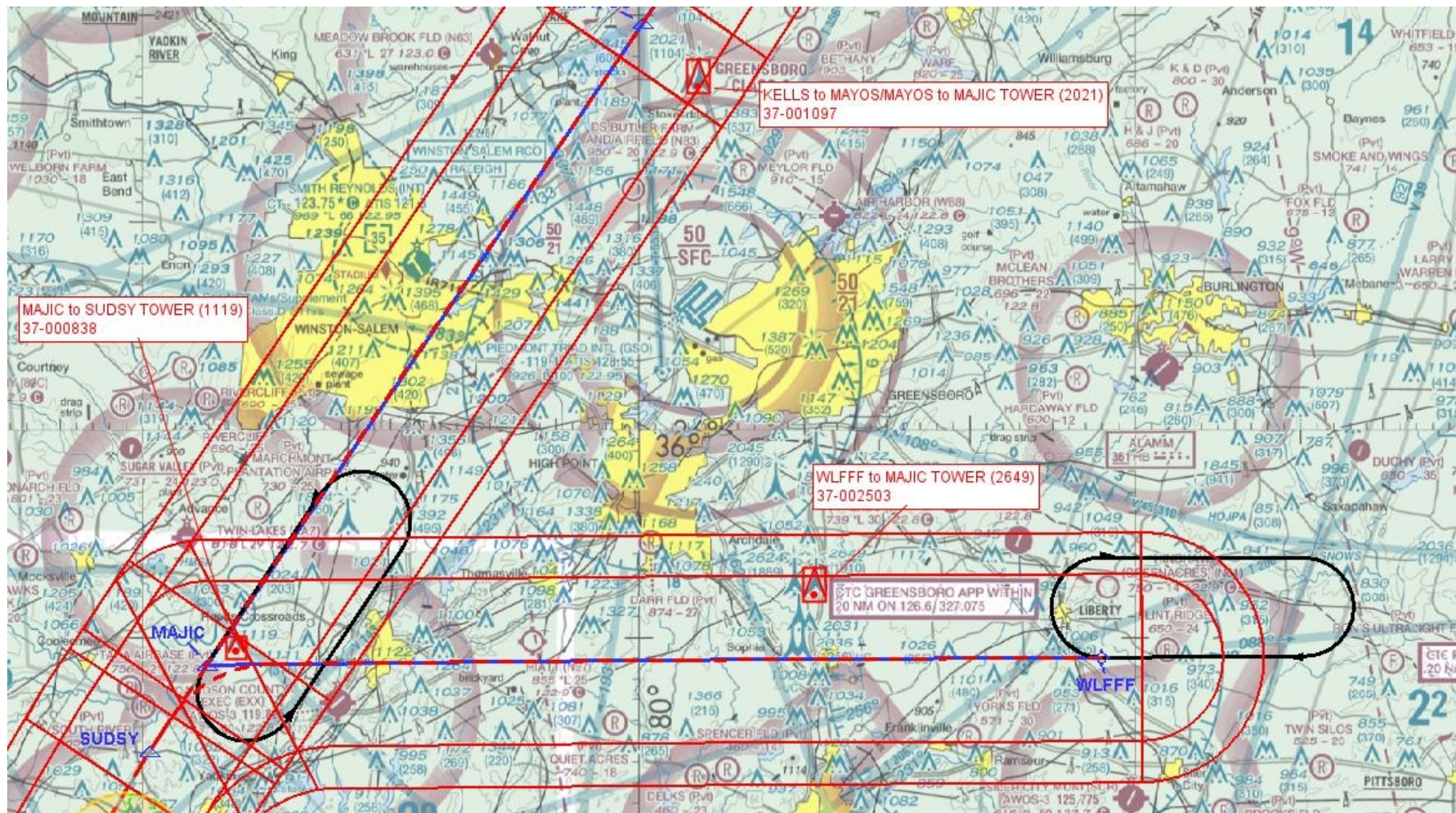
This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

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.

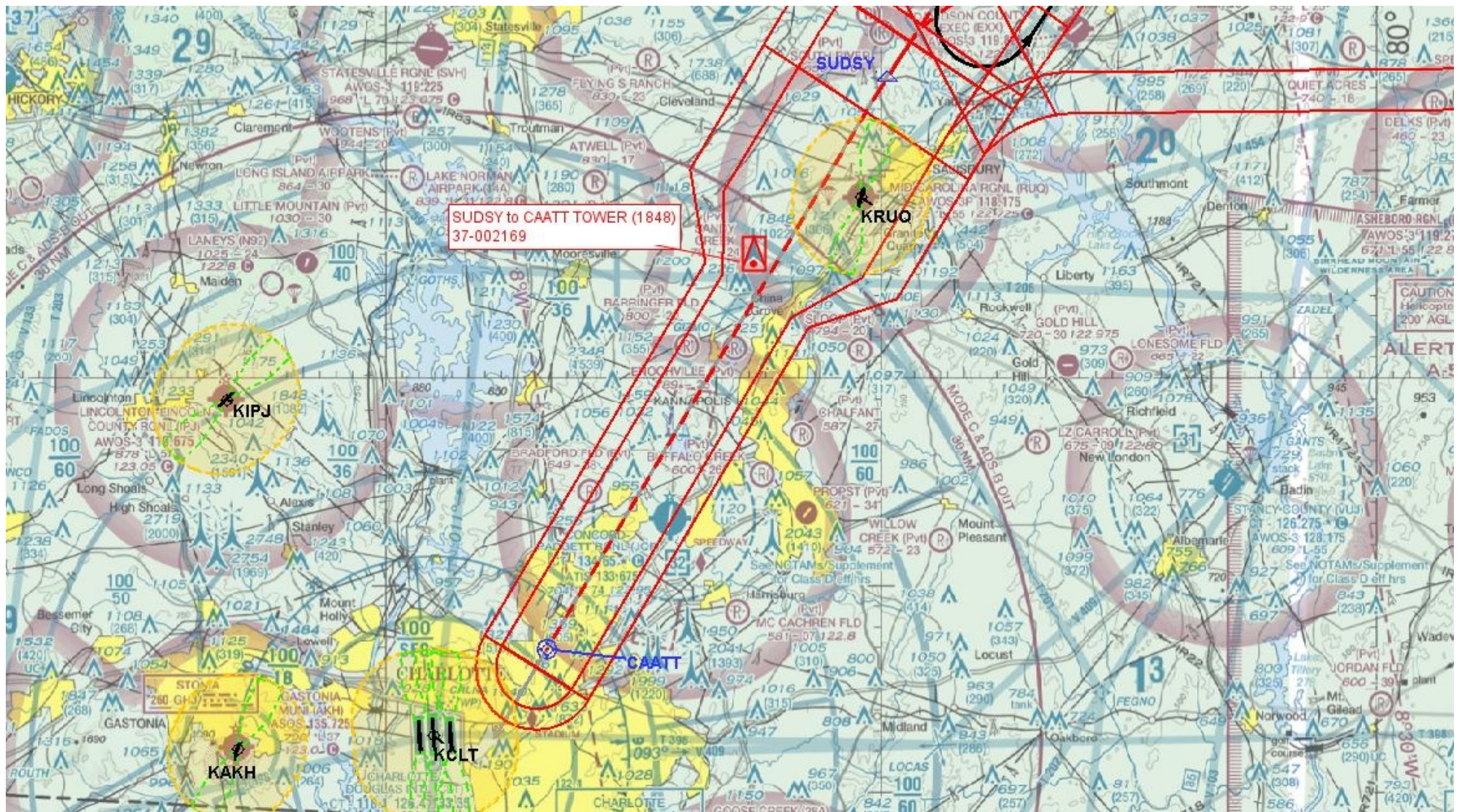
No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.



MAJIC (RNAV)



MAJIC (RNAV)



MAJIC (RNAV)