Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 06/12/2025	APWS Task ID: EAE24B7D9A3A4BA0BEDF1F3C6DE45D84	APWS Project ID: D98EDBB7C43B40A1BE5963CB566D2601
Procedure: SZAGI (RNAV) TWO ARRIVAL		Enroute: YES	Specialist: Clark, Jacob		Agreement Number:
Airport ID: KAUS			Airport City: AUSTIN		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
ADDED EN ROUTE SEGMENT FROM PRTZY TO WINEE.

Waiver to FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), STAR Common Route and Runway Transition Altitudes.

02/06/2025

Data as of: 01/27/2025 09:35:08 CST

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
SZAGI (RNAV) TWO ARRIVAL	AUSTIN-BERGSTROM INTL	KAUS	OG-02-157-25

FAC ID: SZAGI2	CITY: AUSTIN	ST: TX	ORIG CHART DATE: 06/12/2025

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0		EAE24B7D9A3A4BA0BEDF1F3C6DE45D84

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
04/11/2025	VN568	N66	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
russell roslewski @ 04/14/2025 07:44	ROSLEWSKI, RUSSELL BRIAN	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☐ SAT ☐ UNSAT		

SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

1. FLIGHT PROCEDURE IDENTIFICATION:

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Do not publish or code any altitudes on the procedure.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	SIGNATURE
4/1/2025	AJV-A 432	MGR	*Digitally signed by* ***CASIMIR L TABAKA*** Apr 01, 2025

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

Federal Aviation Administration

Memorandum

Date: July 18, 2023

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

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.

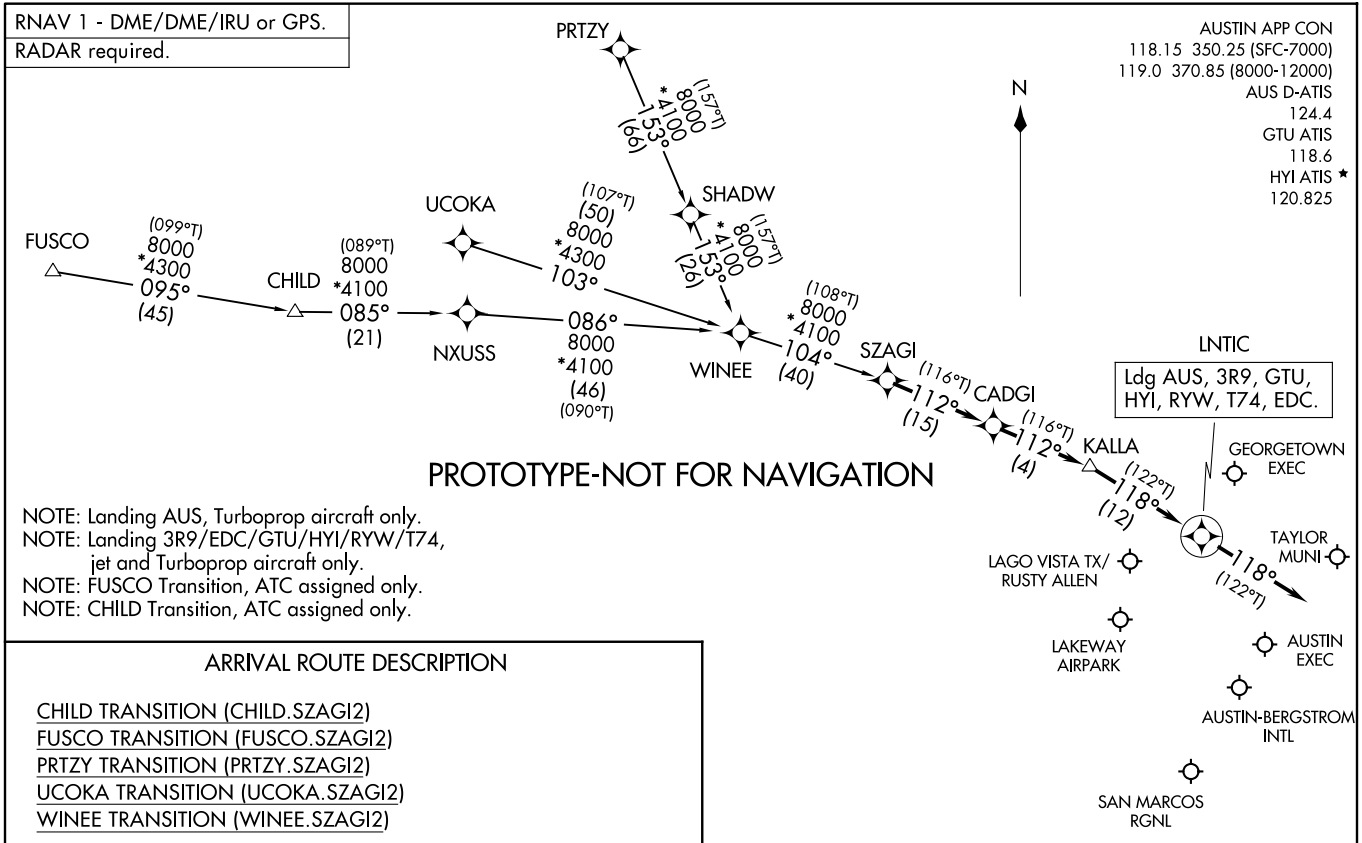
No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.

Digitally signed by
ERIC N SUSKI
Feb 11, 2025

SZAGI TWO ARRIVAL (RNAV)

(SZAGI.SZAGI2) FIG Rework

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



PROTOTYPE-NOT FOR NAVIGATION

NOTE: Landing AUS, Turboprop aircraft only.
NOTE: Landing 3R9/EDC/GTU/HYI/RYW/T74, jet and Turboprop aircraft only.
NOTE: FUSCO Transition, ATC assigned only.
NOTE: CHILD Transition, ATC assigned only.

ARRIVAL ROUTE DESCRIPTION

CHILD TRANSITION (CHILD.SZAGI2)
FUSCO TRANSITION (FUSCO.SZAGI2)
PRTZY TRANSITION (PRTZY.SZAGI2)
UCOKA TRANSITION (UCOKA.SZAGI2)
WINEE TRANSITION (WINEE.SZAGI2)

LANDING ALL AIRPORTS: From SZAGI on track 112° to CADGI, then on track 112° to KALLA, then on track 118° to LNTIC, then on track 118°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

AUSTIN, TEXAS

(SZAGI.SZAGI2) FIG Rework
SZAGI TWO ARRIVAL (RNAV)

AL-556 (FAA)

NEW

AUSTIN, TEXAS

SZAGI ONE ARRIVAL (RNAV)

(SZAGI.SZAGI1) 05SEP24

AUSTIN, TEXAS

SZAGI ONE ARRIVAL (RNAV)

(SZAGI.SZAGI1) 24249

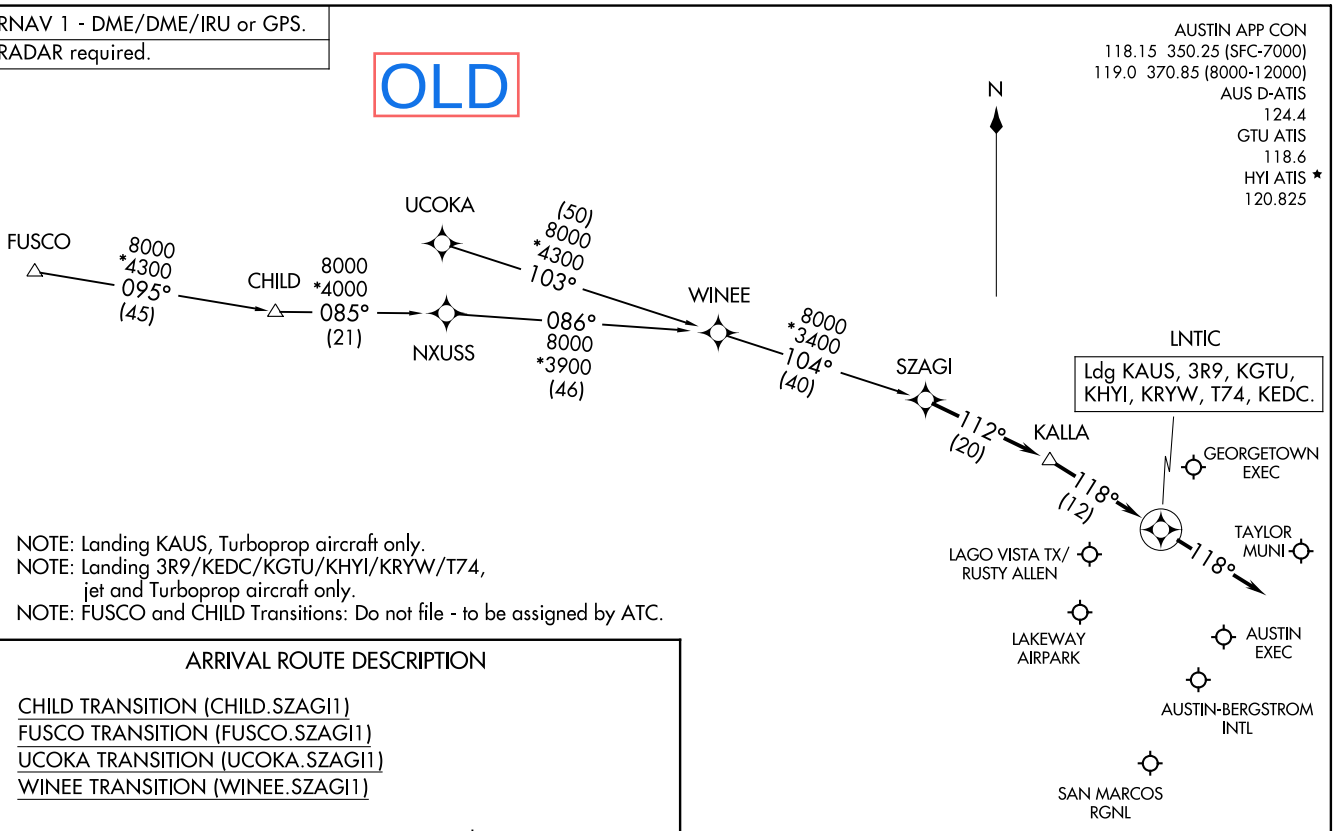
AUSTIN, TEXAS

AL-556 (FAA)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

OLD

AUSTIN APP CON
118.15 350.25 (SFC-7000)
119.0 370.85 (8000-12000)
AUS D-ATIS
124.4
GTU ATIS
118.6
HYI ATIS ★
120.825



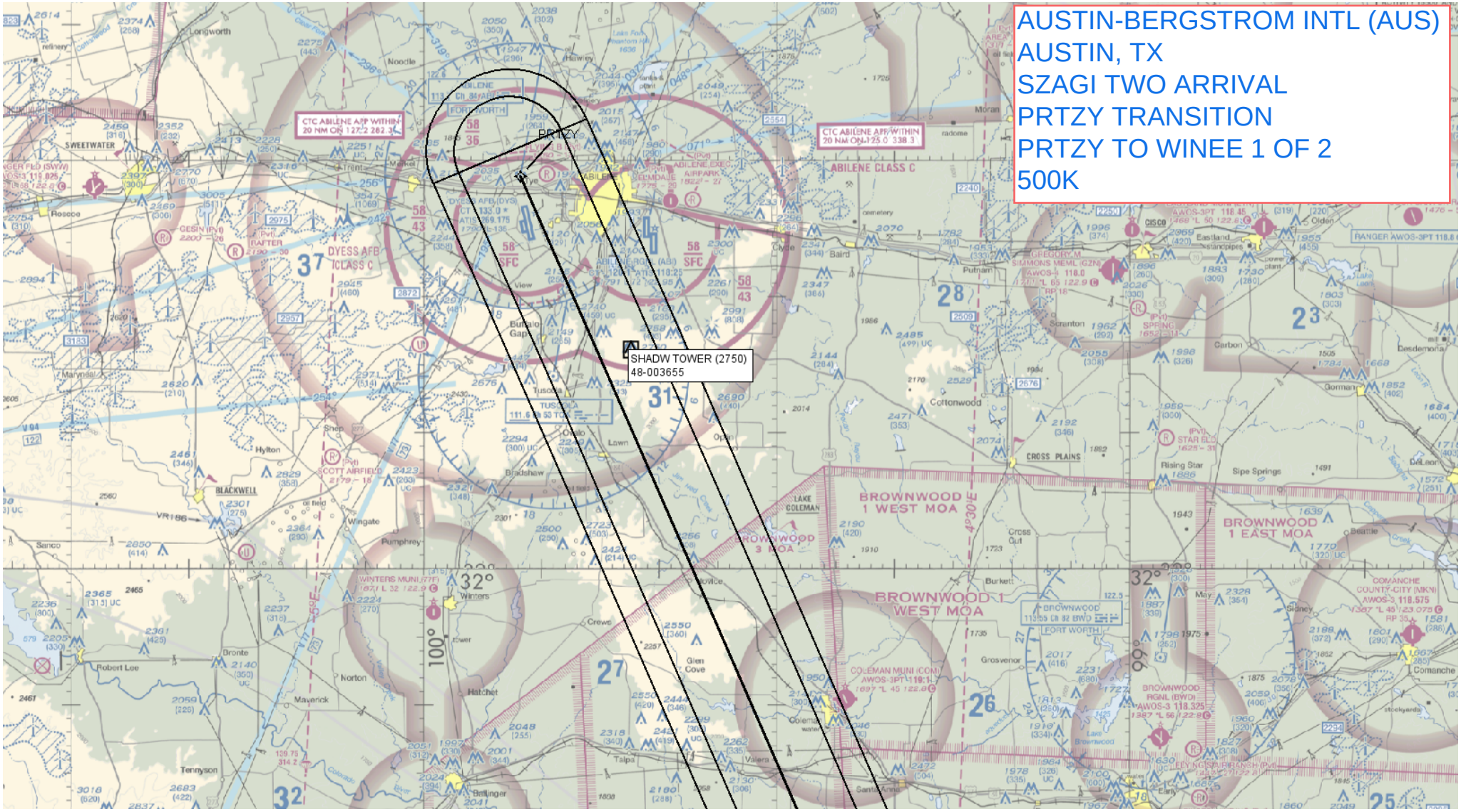
NOTE: Landing KAUS, Turboprop aircraft only.
NOTE: Landing 3R9/KEDC/KGTU/KHYI/KRYW/T74, jet and Turboprop aircraft only.
NOTE: FUSCO and CHILD Transitions: Do not file - to be assigned by ATC.

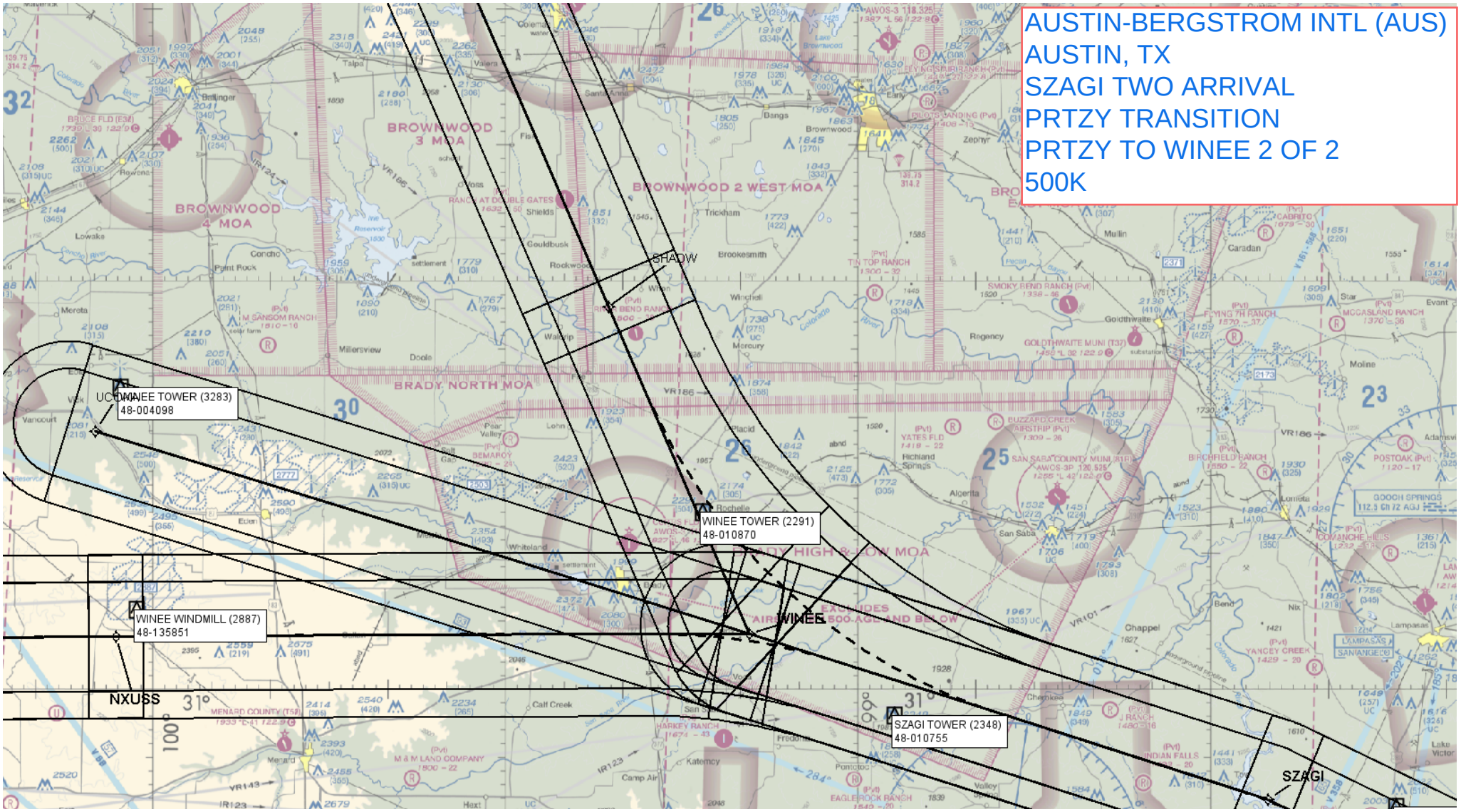
ARRIVAL ROUTE DESCRIPTION

CHILD TRANSITION (CHILD.SZAGI1)
FUSCO TRANSITION (FUSCO.SZAGI1)
UCOKA TRANSITION (UCOKA.SZAGI1)
WINEE TRANSITION (WINEE.SZAGI1)

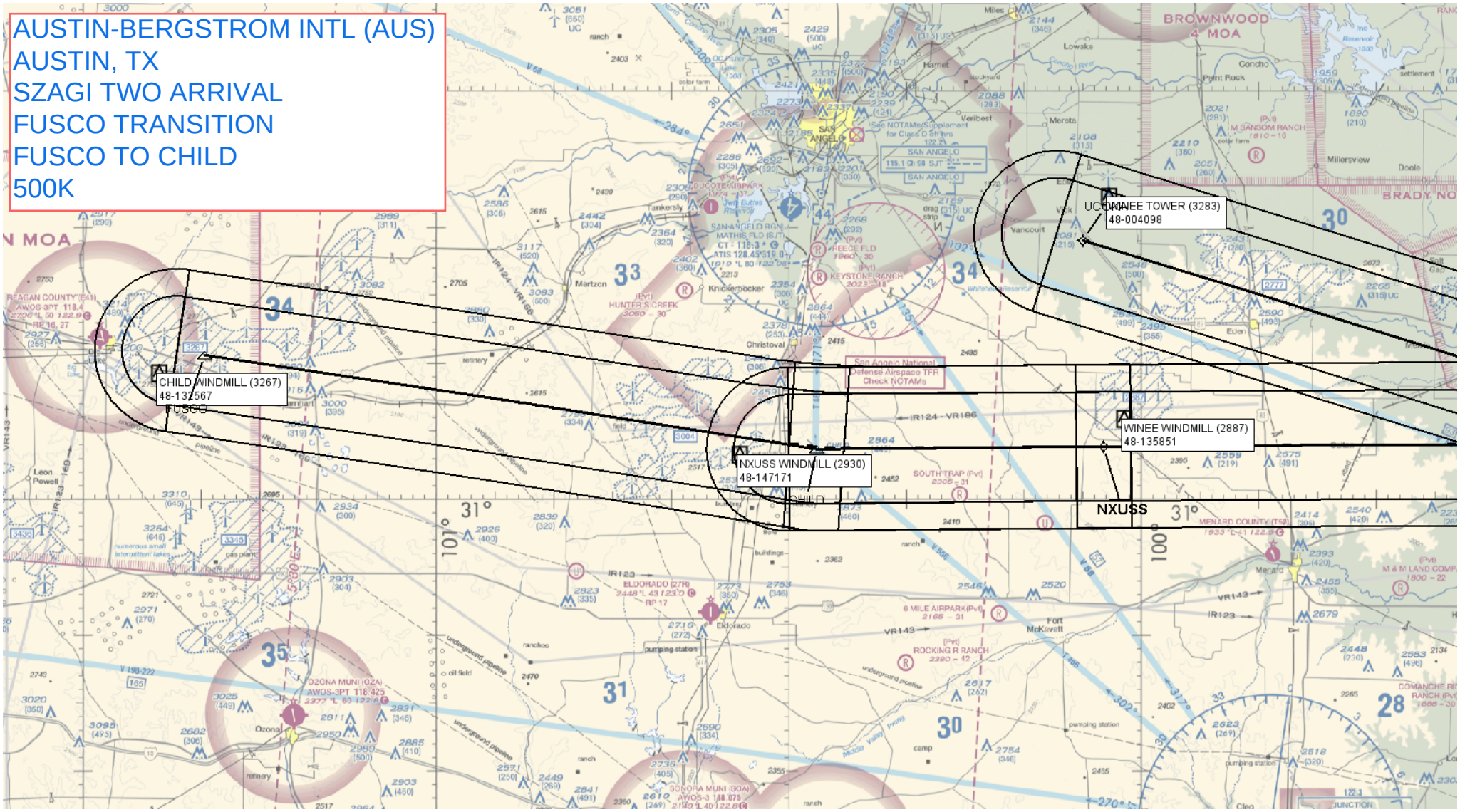
LANDING ALL AIRPORTS: From SZAGI on track 112° to KALLA, then on track 118° to LNTIC, then on track 118°.
Expect RADAR vectors to final approach course.

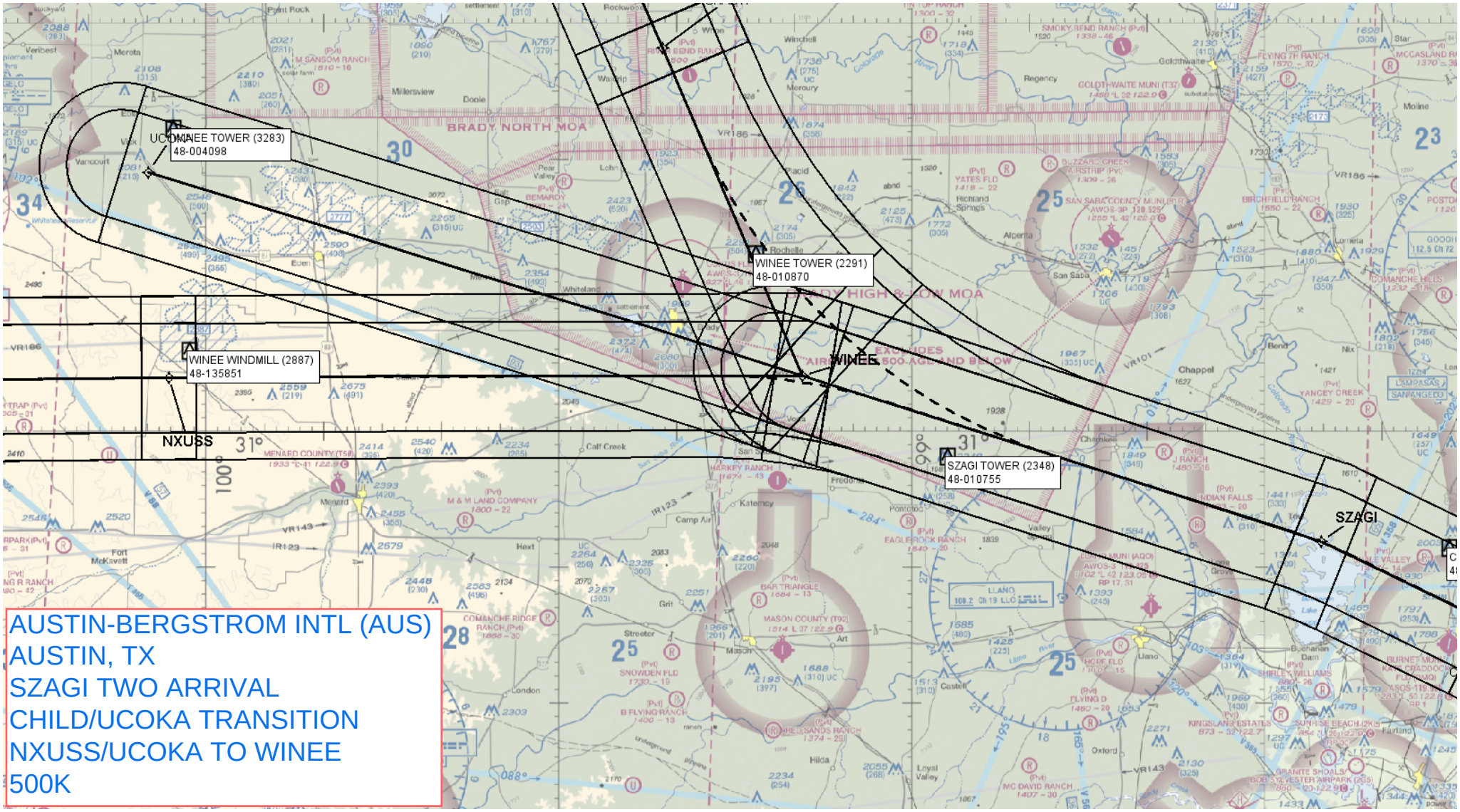
NOTE: Chart not to scale.

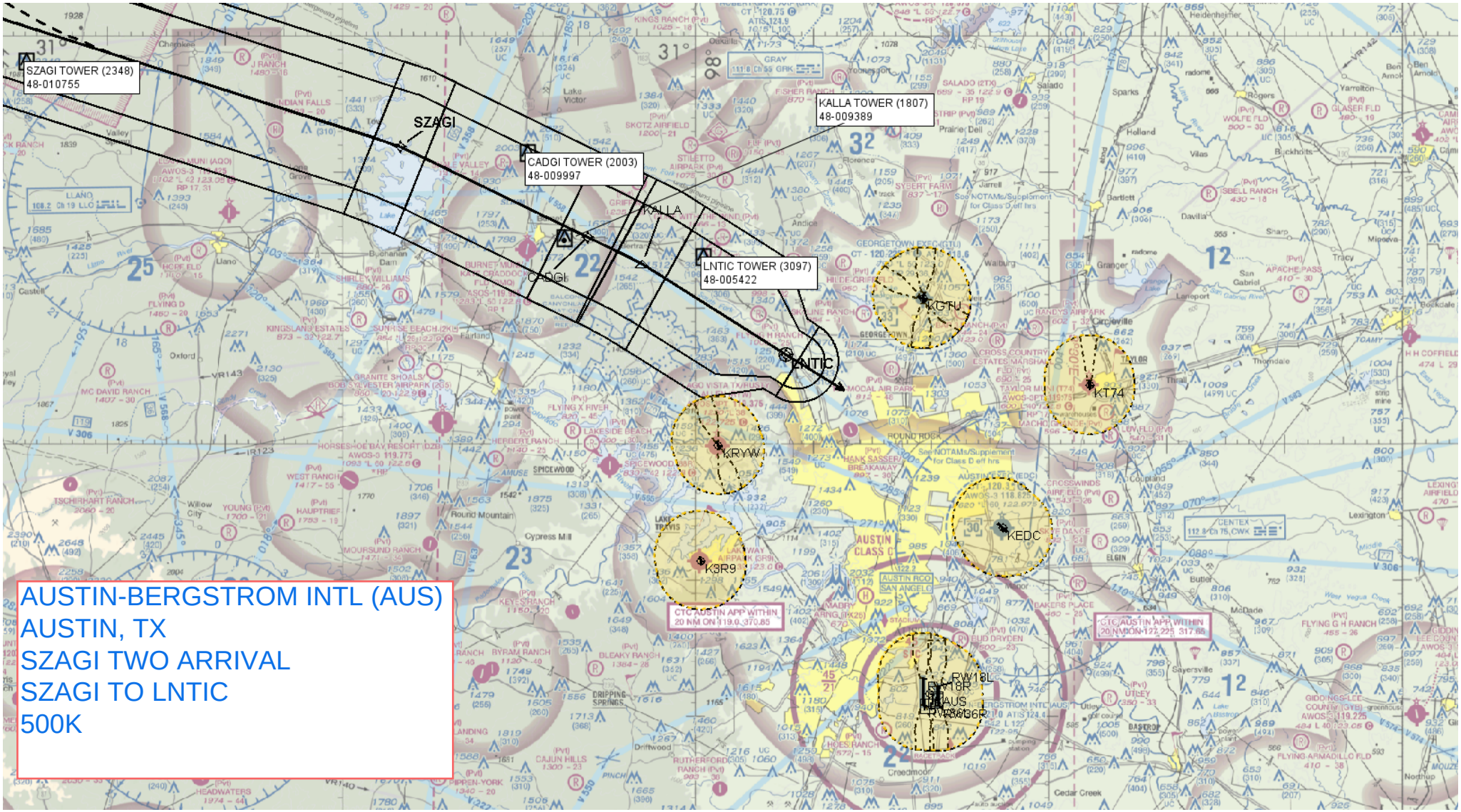

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TX
SZAGI TWO ARRIVAL
PRTZY TRANSITION
PRTZY TO WINEE 1 OF 2
500K
PRTZY
SHADW TOWER (2750)
48-003655
CTC ABILENE APP WITHIN 20 NM ON 127.2 282.3
CTC ABILENE APP WITHIN 20 NM ON 125.0 338.3
ABILENE CLASS C
DYESS AFB CLASS C
BROWNWOOD 1 WEST MOA
BROWNWOOD 1 EAST MOA
BROWNWOOD 3 MOA
BROWNWOOD 1 WEST MOA
SWEETWATER
ABILENE
BLACKWELL
CROSS PLAINS
Cottonwood
Baird
Putnam
Scranton
Gorman
Rising Star
Sipe Springs
Cross Cut
Burkett
Winters
Crewe
Glen Cove
Hatchet
Norton
Maverick
Robert Lee
Bronte
Tennyson
Ballinger
Talpa
Valera
Santa Anna
Grosvenor
Coleman
Lake Brownwood
Early
Comanche
Sidney
May
Eastland
Olden
Carbon
Desdemona
DeLeon
Beattie
Comanche County-City (MKN)
Coleman Muni (COM)
Brownwood Rgnl (BWD)
Ranger AWOS-3PT 118.45
Gregory M. Simmons Meml (GZN)
Spring
Star Eld
Lake Coleman
Lake Fork Phantom Hill
Clear Fork
Colorado
Pumphrey
Wingate
Hylton
Sanco
Maryneal
Tuscola
Lawn
Bradshaw
Buffalo Gap
Trent
Noodle
Longworth
Rescoe
Merkel
Tye
Clyde
Moran
Winters Muni (7TF)
Scott Airfield
Dyess AFB (DYS)
Abilene Exec Airpark
Abilene Regional (ABI)
Abilene Municipal (DYS)
Tuscola
Abilene
Fort Worth
Cisco
Eastland
Stephens
Gregory M. Simmons Meml (GZN)
Ranger AWOS-3PT 118.45
Spring
Star Eld
Lake Coleman
Lake Fork Phantom Hill
Clear Fork
Colorado
Pumphrey
Wingate
Hylton
Sanco
Maryneal
Tuscola
Lawn
Bradshaw
Buffalo Gap
Trent
Noodle
Longworth
Rescoe
Merkel
Tye
Clyde
Moran
Winters Muni (7TF)
Scott Airfield
Dyess AFB (DYS)
Abilene Exec Airpark
Abilene Regional (ABI)
Abilene Municipal (DYS)
Tuscola
Abilene
Fort Worth
Cisco
Eastland
Stephens


AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TX
SZAGI TWO ARRIVAL
PRTZY TRANSITION
PRTZY TO WINEE 2 OF 2
500K
WINEE TOWER (3283)
48-004098
WINEE TOWER (2291)
48-010870
WINEE WINDMILL (2887)
48-135851
SZAGI TOWER (2348)
48-010755
NXUSS
WINEE
SZAGI
SHADW
BROWNWOOD 3 MOA
BROWNWOOD 4 MOA
BROWNWOOD 2 WEST MOA
BRADY NORTH MOA
BRADY HIGH & LOW MOA
EXCLUDES 1500 AGL AND BELOW

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TX
SZAGI TWO ARRIVAL
FUSCO TRANSITION
FUSCO TO CHILD
500K




UCOKA
WINEE TOWER (3283)
48-004098
WINEE TOWER (2291)
48-010870
WINEE WINDMILL (2887)
48-135851
NXUSS
SZAGI TOWER (2348)
48-010755
SZAGI
WINEE
BRADY NORTH MOA
BRADY HIGH & LOW MOA
AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TX
SZAGI TWO ARRIVAL
CHILD/UCOKA TRANSITION
NXUSS/UCOKA TO WINEE
500K


SZAGI TOWER (2348)
48-010755
SZAGI
CADGI TOWER (2003)
48-009997
KALLA TOWER (1807)
48-009389
KALLA
CADGI
LNTIC TOWER (3097)
48-005422
LNTIC
KGTU
KT74
KRYW
KEDC
K3R9
AUSTIN CLASS C
CTC AUSTIN APP WITHIN 20 NM ON 119.0 370.85
CTC AUSTIN APP WITHIN 20 NM ON 122.225 317.65
RW18L
RW18R
RW36R
AUS
AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TX
SZAGI TWO ARRIVAL
SZAGI TO LNTIC
500K