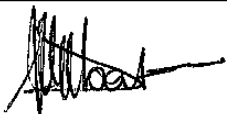


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NASCOM WORKING PAPER / INFORMATION PAPER*					

APPENDIX B*

NATIONAL AIRSPACE COMMITTEE (NASCOM)

Agenda Item	Rationalisation of Conventional ATS Routes, Retention of Transitional Routes, and Reactivation of Contingency Routes within the FAJO Oceanic FIR (AORRA)
Proposer	ATNS
SUMMARY Brief outline and background of content including:	
• Interest of Proposer	ATNS was incorporated in 1993 in terms of the ATNS Company Act, Act 45 of 1993. The Act mandates ATNS to provide Air Traffic Management Solutions and associated services on behalf of the State following ICAO Standards, recommended practice as well as the South African Regulations and Technical Standards.
• Status quo	As per AIP ENR 3.3-6
• Recommendation	It is recommended that NASCOM: a) Approve the withdrawal of 25 conventional ATS routes as detailed in Annexure A; b) Approve the temporary retention of A/UA402, A/UA405 and G/UG465 pending ICAO regional office consultation and review of AFI-Air Navigation Plan; and c) Endorse the reactivation of UL375, UL224 and UL211F as contingency routes within the FAJO Oceanic FIR.
1. INTRODUCTION	
1.1 ATNS has conducted a comprehensive periodic review of published en-route procedures (ATS routes, conventional and RNAV). The review identified several obsolete conventional ATS routes and following Industry consultation, they were deemed to be not operationally required.	
1.2 25 conventional ATS routes are proposed to be withdrawn at this stage, while the remaining routes will be addressed post-AFI Air Navigation Plan Review Workshop in April 2026. Concurrently, certain previously suspended routes (UL375, UL224, UL211F) are required to be reactivated as contingency routes within AORRA.	
2. DISCUSSION	
2.1 Withdrawal of Conventional ATS Routes The identified routes (Annexure A) are: • Operationally obsolete • Not aligned with current traffic demand • Superseded by RNAV/PBN route structures	
Industry consultation (26 February 2026) confirmed: • No objections to withdrawal • Recognition that routes are already unused • Support for airspace modernisation	
2.2 Retention of ATS route segments (part of the AFI-regional ATS route network) The following routes will be retained on a temporary basis: • A/UA402 • A/UA405 • G/UG465	
These routes: • Continue to serve current operational requirements	

• Are required to maintain network connectivity and continuity		
2.3 Reactivation of Contingency Routes (AORRA)		
The following routes will be reactivated: • UL375 • UL224 • UL211F		
The promulgation of the Atlantic Ocean Random Routing Area (AORRA) introduced a flexible, user-preferred routing environment within portions of the FAJO oceanic airspace. As a result of this transition, certain conventional ATS routes, including UL375, UL224 and UL211F, were indefinitely suspended, as reflected in the South African AIP ENR 3.3.		
While AORRA supports improved efficiency and trajectory optimisation under normal operations, it reduces reliance on fixed route structures. However, international requirements and best practice necessitate the availability of predefined contingency routing structures to ensure continuity of safe operations under degraded conditions.		
Reactivation of the routes within the AORRA airspaces is required to support enhancement of the South African and SAT (South Atlantic area) ATM contingency plans and enable compliance with PANS-ATM Doc 4444, Annex 11, CAR 172.		
The reactivated routes will not be used during normal AORRA operations. They will be activated only during contingency scenarios as defined in ATM contingency plans and promulgated through appropriate AIP publication and NOTAM procedures. Route reactivation will be supported by flight procedure design in line with PANS-OPS requirements.		
3. ACTIONS PROPOSED*		
3.1 It is recommended that NASCOM: a) Approve the withdrawal of 25 conventional ATS routes as detailed in Annexure A; b) Approve the temporary retention of A/UA402, A/UA405 and G/UG465 pending possible RNAV conversion; and c) Endorse the reactivation of UL375, UL224 and UL211F as contingency routes within the FAJO Oceanic FIR.		
4. CONCLUSION		
4.1 The proposed rationalisation and restructuring of ATS routes aligns with modern ATM principles, supports safe transition to PBN and will support enhancement of South African contingency planning and enable compliance with PANS-ATM Doc 4444, Annex 11, CAR 172.		
<i>*Delete which is not applicable</i>		
	SIPHOKAZI MBATHA	17/04/2026
SIGNATURE OF CHAIRPERSON/ SECRETARY NASCOM	NAME IN BLOCK LETTERS	DATE



ENR 3.3 AREA NAVIGATION ROUTES

1 RANDOM RNAV OPERATIONS ACROSS THE SOUTH ATLANTIC OCEANS

1.1 South Africa has the delegated responsibility of providing service over the high seas in those areas of airspace which have been identified as part of and included within the South African Oceanic FIR. These areas have variously been identified as the Atlantic Ocean Random Routing Area (AORRA). Operating within these areas facilitate freedom to flight plan and operate along random tracks according to operational requirements, thereby contributing to operational and economic efficiency and at the same time advancing the quest to reduce carbon emissions.

2 INTRODUCTION

2.1 The Purpose of this section is to advise users of the implementation and to publish the proposed procedures and associated dimensions of the Atlantic Ocean Random Routing Area (AORRA).

2.2 The users will benefit by being able to utilise the most convenient flight trajectory. Compliance with RNAV10 will ensure the navigation precision required for operations in the area of RNAV operations.

3 GENERAL CONDITIONS FOR PARTICIPATION IN THE AORRA

3.1 Only those aircraft certified for RNAV 10 operations would be permitted to operate within the AORRA. Authorised operators indicate compliance by entering "X" in field 10 of the ATS Flight Plan.

3.2 This requirement shall ensure the level of navigation accuracy required for RNAV operations.

4 DESCRIPTION OF AORRA AIRSPACE

4.1 AORRA is designated as the area with vertical limits FL290 and FL410 within the, Atlántico, Dakar, Comodoro Rivadavia, Ezeiza, Johannesburg Oceanic, Luanda Oceanic and Montevideo FIRs bounded by a line joining the following coordinates:

4.1.1 Defined Area of the AORRA

Commencing at	600000S	0150000E
A straight line to	273000S	0150000E

Then straight lines to each of the following co-ordinates:

	173000S	0111300E
--	---------	----------

ANTEP	240000.00S	0133604.00E
DULGO	250000.00S	0135908.00E

4.9.2 Operators are to note that other than in emergency access/exit to/from the AORRA are restricted to the published entry and exit gates.

NOTE: In addition to the existing route system, the following ATS route segment has been implemented in the Johannesburg Flight Information Region (FAJA):

UT394 Bi-directional

POSITION	COMMENT	LATITUDE	LONGITUDE
AVUSA	*X UQ19	272955.1042S	0221330.0871E
UTANI	FIR/FIR	271346.73S	0210034.80E

* The X indicates the route or portion of the route which crosses another route at the position indicated.

Note:

a) Additionally to the above route segment, the following route, UT396 has been implemented between Windhoek and Johannesburg FIR's.

UT396 Bi-directional

POSITION	COMMENT	LATITUDE	LONGITUDE
UMTOL	FIR/FIR	272955.15S	0203940.57E
UDLON	*X UQ11	274350.57S	0204847.32E
UPV	VOR	282406.31S	0211537.48E

5 DESCRIPTION OF ATS ROUTES SUSPENDED WITHIN AORRA AIRSPACE

5.1 ATS routes contained within the boundaries of the AORRA suspended as indicated below:

Johannesburg Oceanic FIR

UQ11 UBVER (275522S 0141741E) to OKTEL (280753.81S 0150000E)
 UA405 ETOBO (233900S 0100000W) to OKDOG (330500.00S 0150000E)
 UL224 ITGIV (325600S 0100000W) to ITMEK (341200.00S 0150000E)
 UL211F MUNES (402000S 0100000W) to ITLIK (351600.00S 0145957E)

 SOUTH AFRICAN CIVIL AVIATION AUTHORITY	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY Private Bag x 73 Halfway House 1685	AIRAC AIP SUPPLEMENT S047/08 25 SEPTEMBER 2008
Tel: (011) 545-1000 Fax: (011) 545-1465 E-Mail: mail@caa.co.za		

JOHANNESBURG OCEANIC FLIGHT INFORMATION REGION (FAJO)

ATLANTIC OCEAN RANDOM ROUTING RNAV AREA (AORRA)

SUSPENSION OF ROUTES WITHIN THE AORRA

AIRAC Effective Date: 25 SEPTEMBER 2008

1. INTRODUCTION

- 1.1 The objective of the South Atlantic Group (SAT) is to facilitate the efficient provision of Air Traffic Services in the South Atlantic Area and to plan the implementation of CNS/ATM Systems.
- 1.2 As per decisions reached by the SAT/11 and SAT/12 meetings, the implementation of that part of the AORRA corresponding to the oceanic sectors of Angola, Argentina, Brazil, South Africa (Including delegated Namibian airspace) and Uruguay has been achieved.
- 1.3 Conclusion SAT13/10 of the SAT 13 meeting, retention of ATS routes within AORRA airspace reflects : "That the States involved in the AORRA implementation should retain a minimum number of selected ATS routes within the AORRA airspace, but however suspend those portions of the routes identified, which are within the boundaries of the AORRA. Such route portions are to be activated in case of contingency measures.
- 1.4 The purpose of this publication is to advise users that in compliance with the SAT Conclusion SAT 14-1, sections of routes, identified in the accompanying table, which are contained within the present boundaries of the AORRA as published by the States concerned will be suspended with effect from 25th September 2008.

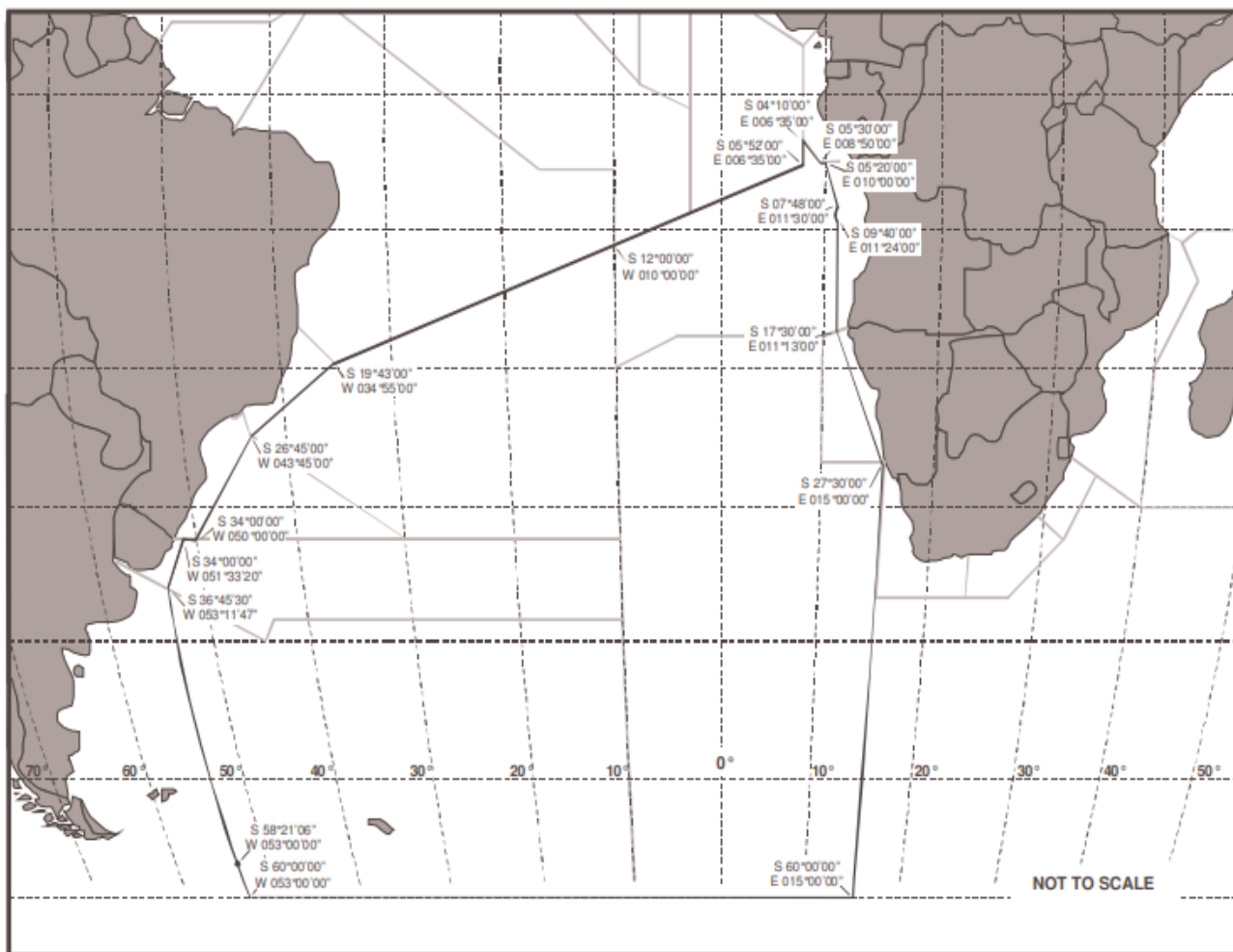
2. DESCRIPTION OF ATS ROUTES SUSPENDED WITHIN THE AORRA AIRSPACE

As of 0001 UTC on AIRAC Date 25th September 2008, the following sections of ATS routes as contained within the boundaries of the AORRA as presently published by the States concerned will be suspended indefinitely.

Johannesburg Oceanic FIR

UL435	ILDIR	S 18 00 00 E010 00 00	to	IBLOK	S 18 47 40. 00 E 011 40 34
UQ11	UBVER	S 27 55 22 E014 17 41	to	OKTEL	S 28 07 53. 81 E 015 00 00
UQ18	ILDIR	S 18 00 00 E010 00 00	to	UVGOD	S 29 09 43. 27 E 015 00 00
UL375	USENA	S 18 27 48 W006 0712	to	BUXIR	S 32 00 00. 00 E 015 00 00
UA405	ETOBO	S 23 39 00 W010 00 00	to	OKDOG	S 33 05 00. 00 E 015 00 00
UL224	ITGIV	S 32 56 00 W010 00 00	to	ITMEK	S 34 12 00. 00 E 015 00 00
UL211F	MUNES	S 40 20 00 W010 00 00	to	ITLIK	S 35 16 00. 00 E 014 59 57

REF: RSA ENR 3.2- 4 & 5, 3.3 -28 & 29, 3.3 – 43 & 44 and 3.5 -6



Between	Route	Position	Rep Status	Latitude	Longitude	NM	Var°W	°Mag
Cape Town Bi-directional	UL211F ↕	APKIN	▲	S340500.6438	E0170059.3154	-	23.526	-
		ITLIK	▲	S351600.00	E0145957.00	122	23.966	257/079
		ANTES	▲	S365100.00	E0100000.00	261	24.067	271/094
		EKBED	▲	S 391300.00	W0000000.00	494	23.585	274/100
		MUNES	▲	S402000.00	W0100000.00	467	22.719	282/108
Cape Town Bi-Directional	UL224 ↕	APKIN	▲	S340500.6438	E0170059.3154	-	23.526	-
		ITMEK	▲	S341200.00	E0150000.00	101	23.354	289/111
		ETULA	▲	S342100.00	E0100000.00	249	23.444	290/113
		GERAM	▲	S340300.00	W0000000.00	498	24.082	293/119
		ITGIV	▲	S325600.00	W0100000.00	506	24.874	299/125

Between	Route	Position	Rep Status	Latitude	Longitude	NM	Var°W	°Mag
CTV	UL375	CTV	▲	S33 58 10.82	E018 36 18.19	16	23.6°W	334/154
		RIV/VOR	▲	S33 47 58	E018 21 52	201	23.6°W	325/145
		BUXIR	▲	S32 00 00	E015 00 00	304	21.9°W	322/144
		ASONI	▲	S29 20 00	E010 00 00	321	20.9°W	324/146
		DABUR	▲	S26 20 00	E005 00 00	338	20.7°W	326/148
		OSEPA	▲	S23 00 00	E00 00 00	356	20.7°W	328/149
		BOLUM	▲	S19 20 00	W005 00 00	82	20.3°W	330/150
		USENA	▲	S18 27 48	W006 07 12	151	20.2°W	328/149
JSV	UL435	JSV	▲	S26 09 25.63	E028 13 51.70	35	16.9°W	338/158
		HBV	▲	S25 40 32.67	E027 49 57.22	77	17.0°W	317/136
		NESEK	▲	S25 01 54	E026 37 00	50	15.3°W	316/136
		See continuation of the routes UL375 and UL435 in ENR 3.5 pages 5 to 10.						
TAVLA	UZ27 ↓	TAVLA	▲	S22 37 24.0000	E028 17 36.0000	-	12.851°W	-
EVIPI Directional		EVIPI	▲	S24 52 00.2020	E027 50 54.3542	136	15.551°W	203/026