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& SAFETY  
INITIATIVE**

# goodbye RIS and RAS

**New Air Traffic Services Outside  
Controlled Airspace (ATSOCAS)**

from 12 March 2009 the UK's ATSOCA  
changes. Here is a quick start guide to the  
new services available

**Note: As well as this quick start guide you must  
also view the full interactive guide available at  
[www.airspacesafety.com](http://www.airspacesafety.com) or on CD**

## What is ATSOCAS?

Air Traffic Services Outside Controlled Airspace (ATSOCAS) are provided by a variety of air traffic units and used by a wide variety of users – from General Aviation to commercial flights and military aircraft.

## What is changing?

On 12 March 2009 these services will change. This is not just a renaming but a complete revision of the type of service and how it is provided; consequently, it is vital that **all** controllers/FISOs and pilots have a detailed understanding of the revised procedures and how to use them.

Following a major consultation the air traffic services provided in Class F/G airspace have been subjected to significant review as part of the Airspace & Safety Initiative (ASI).

This has resulted in complete revision of the services, including the responsibilities and actions to be taken by both pilots and air traffic service providers. The new suite of services are collectively known as the 'UK Flight Information Services' and are detailed within CAP774.

## Why is it changing?

A review of Air Traffic Services Outside Controlled Airspace was initiated as a direct response to reports from the Air Accidents Investigation Branch and the UK AIRPROX Board, which raised concerns about the lack of standardisation of service delivery and the confusion that this caused. The introduction of the new service definitions is the key starting point for future standardisation across the various service providers and users, both civilian and military.



from 12 March 2009 the UK's Air Traffic Services Outside Controlled Airspace will offer four new levels of service:

### **Basic Service**

A Basic Service is intended to offer the pilot maximum autonomy and the avoidance of other traffic is solely the pilot's responsibility. The controller/FISO will pass information pertinent to the safe and efficient conduct of flight. This can include weather, changes of serviceability of facilities, conditions at aerodromes and general activity information within a unit's area of responsibility.

### **Traffic Service**

A Traffic Service provides the pilot with surveillance derived traffic information on conflicting aircraft. No deconfliction advice is passed and the pilot is responsible for collision avoidance. A Traffic Service contains the information available in a Basic Service. In addition, controllers provide surveillance derived traffic information on relevant conflicting traffic. Headings and/or levels may also be issued for positioning and/or sequencing.

### **Deconfliction Service**

A Deconfliction Service provides the pilot with traffic information and deconfliction advice on conflicting aircraft. However, the avoidance of other aircraft is ultimately the pilot's responsibility. A Deconfliction Service contains the information available in a Basic Service. In addition, controllers shall aim to assist the pilot with his responsibility for the safety of the aircraft by passing traffic information and deconfliction advice. Headings and/or levels will also be issued for positioning, sequencing and/or deconfliction advice.

### **Procedural Service**

A Procedural Service is a non surveillance service in which deconfliction advice is provided against other aircraft in receipt of a Procedural Service from the same controller. The avoidance of other aircraft is the pilot's responsibility.

## What happens now?

Until 12 March 2009 the existing Air Traffic Services Outside Controlled Airspace (FIS, RIS, RAS, Air Traffic Advisory Service) are still available and can be used as and when required (see Safety Sense Leaflet 08, AICs 48/04 and 119/06 and UK AIP ENR 1.4 para 2.6.)

The CAA publication detailing the new services and how they should be applied (CAP774) is available to download from the CAA website.

An interactive guide to the new ATSOCAS is available on the ASI website at [www.airspacesafety.com](http://www.airspacesafety.com). This interactive guide is also available on CD and is being sent to all UK licensed air traffic controllers, Flight Information Service Officers and pilots (MoD staff will receive details direct from the MoD).

The CD has been sent directly to all ATC staff and commercial pilots to tie in with their organisation's training programmes. Private pilot licence holders will receive the CD direct to their home address in early 2009. As well as detailing the ATSOCAS procedures the interactive guide also provides video and audio examples of how the services should be used.

## What do you need to do?

Whether you are a pilot or a controller - when the new services come into effect on 12 March 2009 it is vital that you have a detailed understanding of the revised ATSOCAS procedures and how to use them.

**[www.airspacesafety.com](http://www.airspacesafety.com)**

Specific questions on ATSOCAS can be e-mailed to [ats.enquiries@caa.co.uk](mailto:ats.enquiries@caa.co.uk)

## Is ATSOCAS another name for LARS?

It is important that you understand the difference between ATSOCAS and Lower Airspace Radar Service (LARS). LARS is provided only by those notified Air Traffic Service (ATS) Units, to aircraft operating below FL95 within defined times and geographical areas. ATSOCAS are the set of air traffic services that may be provided in Class G airspace, either as a part of LARS provision, or otherwise to aircraft in communication with non LARS units.

The Airspace & Safety Initiative (ASI) is a joint CAA, NATS, AOA, GA and MoD effort to investigate and tackle the major safety risks in UK airspace.