

NPA/25/38

Title of Proposal: Quinquennial Review

RA(s) or Manual Chapter(s): RA 3225

Organizations and / or business sectors affected: RC

RFC Serial No: N/A

MAA Author

Post	Name	Rank	Signature
MAA Reg ATM Ad Infra	Redacted	Redacted	Redacted - Original Signed

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MAA LegAd (if required)

Post	Name	Rank	Signature
N/A	N/A	N/A	Choose an item.

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change

- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective: Quinquennial Review

Changes made: A quinquennial review has been conducted. Amendments have been made to promote best practice and accuracy. This has included some superfluous content being removed, and tightening of terminology used to provide a clearer and more concise document.

Rationale: Amended to CHD format.

Para 1b: Wording added to incorporate another scenario where mandatory instructions would be given.

Para 1c: Wording Amendment.

Para 2: Wording added to provide further guidance on what could be expected from Aircrew in the event of a unsafe mandatory instruction being passed.

Para 4: Wording amendment for clarity and conciseness.

Footnote 1: Added to aid in the description of a CCZ.

Impact Assessment: Training / Equipment / Personnel / Information / Doctrine and Concepts / Organization / Infrastructure / Logistics (TEPIDOIL)

T - N/A

E – N/A

P – N/A

I – N/A

D – N/A

O – N/A

I – N/A

L – N/A

Consultation Period Ends: 10 December 2025

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk

MAA Approval

Post	Name	Rank	Signature
MAA Dep Hd Regs	Redacted	Redacted	Redacted - Original Signed

RA 3225 – Mandatory Air Traffic Control Instructions

Rationale

► **Mandatory Air Traffic Control (ATC) instructions are required in certain circumstances such as: maintaining Air Safety; operating in specific airspace; to ensure safe and efficient Air Traffic flow; and achieve operational objectives. Failure to issue or follow ATC instructions could disrupt Air Traffic flow, compromise operational goals, and increase Risk to Life. Clear, timely ATC instructions and pilot compliance are essential. Robust training, adherence to procedures, and effective communication mitigate these Risks.** ◀

Contents

3225(1): Mandatory Air Traffic Control Instructions

Regulation 3225(1)

Mandatory Air Traffic Control Instructions

3225(1) Controllers' instructions to pilots **shall** be mandatory in specified circumstances.

Acceptable Means of Compliance 3225(1)

Mandatory Air Traffic Control Instructions

1. **Mandatory Instructions.** Controllers and pilots **should** consider ATC instructions to be mandatory in the following circumstances:

- a. All flights within Controlled Airspace (CAS) under Instrument Flight Rules (IFR), and flights within CAS under Visual Flight Rules (VFR) within Class B, C and D.
- b. ► **When under a Radar Control Service within the UK Flight Information Region (FIR).** ◀
- c. Military Aircraft flying within a Military Air Traffic Zone (MATZ) or Carrier Control Zone (CCZ)¹.
- d. When taxiing Aircraft on the Apron or Manoeuvring Area anywhere on a military Aerodrome unless local Aerodrome Orders make specific alternative provision.

Guidance Material 3225(1)

Mandatory Air Traffic Control Instructions

2. **Mandatory Instructions.** In accordance with RA 2115², the Aircraft Commander remains entirely responsible for the Safety of the Aircraft, its occupants and equipment. ► **Controllers will be cognisant, that if an instruction is issued that could compromise the Safety of the Aircraft in the opinion of the Aircraft Commander, that Aircraft could and likely would notify the Controller of the potentially unsafe action. Blind adherence to unsafe mandatory instructions will not be expected as this is contradictory to good Airmanship.** ◀
3. Other than in the circumstances described at para 1, Controllers will not normally issue mandatory instructions; however, they may relay instructions of an operational nature (eg diversion instructions) on behalf of an operating authority when ordered or authorized to do so. In such cases Controllers will, if time permits, specify the authority.
4. **Advisory Instructions.** ► **Any instruction that is not mandatory, as outlined above may be deemed advisory. A Controller providing advisory instruction** ◀ may assume that a pilot receiving an Air Traffic Service will comply with such instructions unless they state otherwise.

¹ ► CCZ is an area of defined dimensions, operated under the same rules as a MATZ. The dimensions of the CCZ are discussed in BRd768, but will be promulgated in Exercise Special Instructions (SPINs). ◀

² Refer to RA 2115 – Aircraft Commanders.

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