

NPA/25/35

Title of Proposal: Quinquennial Review

RA(s) or Manual Chapter(s): RA 3517

Organizations and / or business sectors affected: RC

RFC Serial No: N/A

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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: ICAO SL.2025.23.EN 24 Apr 25

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: Routine Programme of Works

Changes made: Amendments made to promote best practice and accuracy. Some elements have been expanded upon or amended to aid understanding and more appropriate application of the Regulation.

- Rationale: Additional wording to increase accuracy.
- RA 3517(1): Airsystem to Aircraft and reduction of wording for clarity.
- RA 3517(2): Insertion of wording to ensure clarity of requirement to use the markers being discussed. | Para 7 wording omission.
- RA 3517(3): Insertion of wording to ensure clarity of requirement to use the markers being discussed.
- RA 3517(4): Para 11 wording omission.
- RA 3517(5): Reworded Regulation statement to increase clarity.
- RA 3517(6): Insertion of wording to ensure clarity of requirement to use the markers being discussed. | Para 17 omitted as deemed superfluous, Para 18 covers the same content. | Para 20 wording changed to Aircraft.
- RA 3517(7): Changes to wording to ensure clarity of requirement to use the markers being discussed.
- RA 3517(8): Insertion of wording to ensure clarity of requirement to use the markers being discussed. | Para 27 amended to aid clarity.
- RA 3517(10): Para 34 wording omission as superfluous.

Impact Assessment: The majority of changes within the Regulation provide context and greater clarity regarding its implementation.

T - N/A

E – N/A

P – N/A

I – N/A

D – N/A

O – N/A

I – N/A

L – Potential for some Unites to need to acquire markers, for use where they previously may not have employed them.

Consultation Period Ends: 26 November 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-MRPEquiries@mod.gov.uk

MAA Approval

Post	Name	Rank	Signature
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RA 3517 - Permanent Fixed Wing Aerodrome - Markers

Rationale

Aerodrome operations can often be impeded by poor visibility due to the weather or Night ►◄ operations. This has the potential to be a contributory ► or Causal◄ factor in hazardous Incidents. Markers are used at Aerodromes to provide clear and consistent information and guidance to the operating community under all conditions and particularly when markings and lights are not available or visible.

Contents

- 3517(1): General
- 3517(2): Unpaved Runway Edge Markers
- 3517(3): Stopway Edge Markers
- 3517(4): Edge Markers for Snow-Covered Runways
- 3517(5): Paved Taxiway Edge Markers
- 3517(6): Taxiway Centreline Markers
- 3517(7): Unpaved Taxiway Edge Markers
- 3517(8): Boundary Markers
- 3517(9): Arrestor System Markers
- 3517(10): Distance To Go Markers

Regulation 3517(1)

General

- 3517(1) Heads of Establishments (HoEs) and Aviation Duty Holder-Facing Organizations (ADH-Facing Organizations) **shall** ensure that all markers placed on an Aerodrome are designed to minimize the Risk of the markers damaging an Air System.

Acceptable Means of Compliance 3517(1)

General

1. Markers **should** be frangible and retro-reflective.
2. Those markers located near a Runway or taxiway **should** be sufficiently low to preserve clearance for ►all Aircraft◄.
3. Markers **should** be securely fixed to prevent their removal by jet efflux and / or rotor down wash.

Guidance Material 3517(1)

General

Civil Equivalence.

4. This Regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I para 5.5.1.

Regulation 3517(2)

Unpaved Runway Edge Markers

- 3517(2) HoEs and ADH-Facing Organizations **shall** ensure that markers are provided ►and used◄ when the extent of an unpaved Runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground.

Acceptable Means of Compliance 3517(2)

Unpaved Runway Edge Markers

5. Where Runway lights are provided, the markers **should** be incorporated in the light fixtures.
6. Where there are no lights, markers of flat rectangular or conical shape **should** be placed to delineate the Runway clearly.

**Acceptable
Means of
Compliance
3517(2)**

7. Runway edge markers **should** have the following characteristics:
- The flat rectangular markers **should** have a minimum size of 1 m by 3 m and **▶ ◀** be placed with their long dimension parallel to the Runway centreline.
 - The conical markers **should** have a height not exceeding 0.50 m.

**Guidance
Material
3517(2)**

Unpaved Runway Edge Markers

Civil Equivalence.

8. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.2.

**Regulation
3517(3)**

Stopway Edge Markers

- 3517(3) HoEs and ADH-Facing Organizations **shall** ensure that Stopway edge markers are provided **▶ and used ◀** when the extent of a Stopway is not clearly indicated by its appearance compared with that of the surrounding ground.

**Acceptable
Means of
Compliance
3517(3)**

Stopway Edge Markers

9. The Stopway edge markers **should** be sufficiently different from any Runway edge markers used to ensure that the two types of markers cannot be confused.

**Guidance
Material
3517(3)**

Stopway Edge Markers

Civil Equivalence.

10. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.3.

**Regulation
3517(4)**

Edge Markers for Snow-Covered Runways

- 3517(4) HoEs and ADH-Facing Organizations **shall** ensure that edge markers for snow-covered Runways are used to indicate the usable limits of a snow-covered Runway when the limits are not otherwise indicated.

**Acceptable
Means of
Compliance
3517(4)**

Edge Markers for Snow-Covered Runways

11. Edge markers for snow-covered Runways **should** be placed along the sides of the Runway at intervals of not more than 100 m and **▶ ◀** be located symmetrically about the Runway centreline at such a distance from the centreline that there is adequate clearance for wing tips and power plants.

12. Sufficient markers **should** be placed across the threshold and end of the Runway.

**Guidance
Material
3517(4)**

Edge Markers for Snow-Covered Runways

Civil Equivalence.

13. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.4.

**Regulation
3517(5)**

Paved Taxiway Edge Markers

- 3517(5) HoEs and ADH-Facing Organizations **shall** ensure that taxiway edge markers are provided **▶ and used ◀** on a taxiway where taxiway centreline, **▶ ◀** edge lights or taxiway centreline markers are not provided.

**Acceptable
Means of
Compliance
3517(5)**

Paved Taxiway Edge Markers

14. Taxiway edge markers **should** be installed at the same locations as the taxiway edge lights would be, had they been used.
15. Taxiway Edge markers **should**:
 - a. Be reflective blue.
 - b. Have a rectangular marked surface, as viewed by the pilot, with a minimum viewing area of 150 cm². ►◄
 - c. Be frangible and a height sufficiently low to preserve clearance for propellers and for the engine pods of jet Air Systems.

**Guidance
Material
3517(5)**

Paved Taxiway Edge Markers

Civil Equivalence.

16. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.5.

**Regulation
3517(6)**

Taxiway Centreline Markers

- 3517(6) HoEs and ADH-Facing Organizations **shall** ensure that taxiway centreline markers are provided ► and used ◄ on a taxiway where taxiway centreline or edge lights / marking, or taxiway edge markers are not provided.

**Acceptable
Means of
Compliance
3517(6)**

Taxiway Centreline Markers

17. ►◄
18. Taxiway centreline markers **should** be located on the taxiway centreline marking except that they may be offset by not more than 0.3 m where it is not practicable to locate them on the marking.
19. Taxiway centreline markers **should**:
 - a. Be reflective green.
 - b. Have a rectangular marked surface, as viewed by the pilot, with a minimum viewing area of 20 cm². ►◄
 - c. Be designed and fitted to withstand being run over by the wheels of an ► Aircraft ◄ without damage either to the ► Aircraft ◄ or to the markers themselves.

**Guidance
Material
3517(6)**

Taxiway Centreline Markers

Civil Equivalence.

20. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.6.

**Regulation
3517(7)**

Unpaved Taxiway Edge Markers

- 3517(7) HoEs and ADH-Facing Organizations **shall** ensure that where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers are ► used. ◄

**Acceptable
Means of
Compliance
3517(7)**

Unpaved Taxiway Edge Markers

21. Where taxiway lights are provided, the markers **should** be incorporated in the light fixtures.
22. Where there are no lights, suitable markers **should** be placed to clearly delineate the taxiway.

**Guidance
Material
3517(7)**

Unpaved Taxiway Edge Markers

Civil Equivalence.

23. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.7.

**Regulation
3517(8)**

Boundary Markers

3517(8) HoEs and ADH-Facing Organizations **shall** ensure that boundary markers are provided ► and used ◀ at an Aerodrome where the Landing Area has no Runway.

**Acceptable
Means of
Compliance
3517(8)**

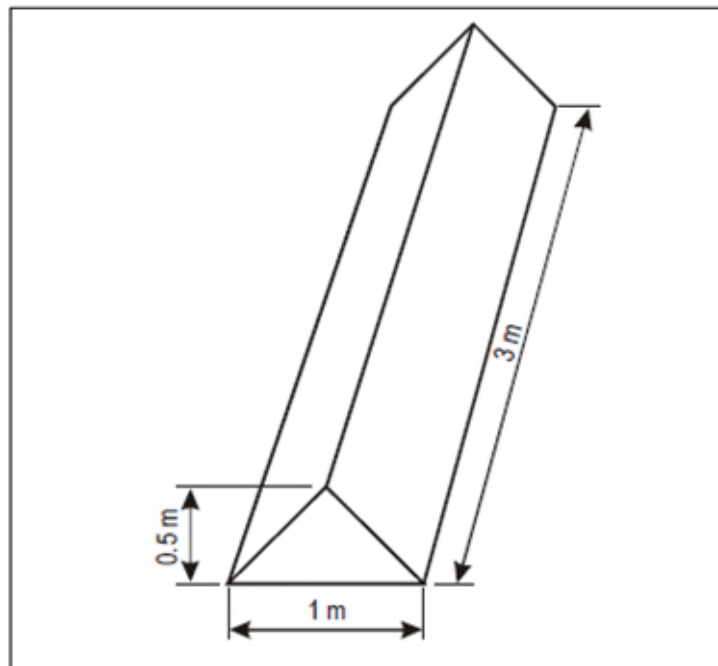
Boundary Markers

24. Boundary markers **should** be spaced along the boundary of the Landing Area at intervals of not more than 200 m, if the type shown in Figure 1 is used, or approximately 90 m, if the conical type is used with a marker at any corner.

25. Boundary markers **should**:

- a. Be of a form similar to that shown in Figure 1. ►◀
- b. Be coloured to contrast with the background against which they will be seen.

Figure 1. Boundary Marker Dimensions



**Guidance
Material
3517(8)**

Boundary Markers

26. A single colour, orange or red ► may be used; ◀ or two contrasting colours ► of ◀ orange and white. ►◀ Alternatively red and white may be used, except where such colours merge with the background.

Civil Equivalence.

27. This Regulation is in line with ICAO Annex 14 Vol I para 5.5.8.

**Regulation
3517(9)**

Arrestor System Markers

3517(9) HoEs and ADH-Facing Organizations **shall** ensure that the position of all Runway arrestor gear cables are marked.

**Acceptable
Means of
Compliance
3517(9)**

Arrestor System Markers

28. The position of all Runway arrestor gear cables **should** be indicated by vertical illuminated arrestor gear markers as follows:
- The markers **should** be placed on both sides of the Runway in line with the cable and normally equidistant from the Runway centreline.
 - The distance from the edge of the usable Runway to the markers **should** be a minimum 15 m but no greater than 23 m.
 - The markers **should** show an aviation yellow disc of 1.0 m diameter on a black background.
 - The markers **should** be frangible.

**Guidance
Material
3517(9)**

Arrestor System Markers

29. The average luminance of marker boards is detailed in RA 3515¹.

**Regulation
3517(10)**

Distance To Go Markers

- 3517(10) HoEs and ADH-Facing Organizations **shall** ensure that Runway Distance Markers (RDM) are installed on all Runways.

**Acceptable
Means of
Compliance
3517(10)**

Distance To Go Markers

30. The RDM **should**:
- Be placed on both sides of the Runway on lines parallel with and normally equidistant from the centreline of the Runway.
 - Indicate the distance for both directions of operation.
 - Indicate the Runway distance remaining in thousands of feet (the last three digits being omitted).
 - Be frangible.
31. The distance from the edge of the usable Runway to the RDM **should** be a minimum ► of ◄ 15 m but no greater than 23 m.
32. The colour of the number on each RDM **should** be white on a black background.
33. The height of the figures **should** be 1.0 m and the stroke of each figure ► ◄ 0.13 m wide. The breadth of the figure **should** be approximately 0.6 m.

**Guidance
Material
3517(10)**

Distance To Go Markers

34. Where the length of the Runway is not an exact multiple of 300 m the amount remaining after subtraction of the maximum number of such multiples can be shared equally between and added to the Runway start to the first RDM and the last RDM to the Runway end distance to give the ideal position (eg a 2,600 m Runway will give 8 multiples of 300 m plus 200 m remaining; this shared equally gives distances of 400 m at each end of the Runway).
35. Markers that would normally be at a Runway or taxiway intersection may be omitted. However, they may be sited up to 30 m from the calculated position and along the line if this makes it possible to avoid omitting them altogether. The corresponding markers may remain opposite to each other.
36. The current control for an RDM will be in accordance with RA 3520(1) Table 3².
37. The average luminance of marker boards is detailed in RA 3515¹.

¹ Refer to RA 3515 – Permanent Fixed Wing Aerodrome - Lighting.

² Refer to RA 3520(1): Aerodrome Electrical System Design.

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