

Federal Aviation Agency

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AIRPORTS

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SUBJECT : SEGMENTED CIRCLE AIRPORT MARKER SYSTEM

1. **PURPOSE.** This advisory circular sets forth standards and practices recommended by the Federal Aviation Agency for the guidance of the public for a system of airport marking consisting of certain pilot aids and traffic control devices. The uniform application of these standards, generally introduced by "shall" or "will", is necessary for the safety or regularity of air navigation; and the uniform application of these practices, generally introduced by "should", is desirable in the interest of safety, regularity, or efficiency of air navigation.
2. **PUBLICATION CANCELLED.** This publication replaces Technical Standard Order N5a, dated June 1, 1960. No substantive changes have been made to the material contained in TSO N5a.
3. **APPLICATION.** The standards and practices contained herein apply to all new segmented circle airport marker systems. Existing systems, not in accordance with those described in this circular, should be replaced or modified as soon as possible.
4. **GENERAL REQUIREMENTS.**
 - a. **Segmented Circle Airport Marker System.** This provides for a minimum installation consisting of a segmented circle located OFF the traffic area with a conventional wind cone located at its center. To this minimum installation, other pilot aids and traffic control devices are added as required to meet the conditions existing at a particular airport. The types of devices to be used, the purpose they shall serve, and their construction and installation shall be as described below and shown on Drawing No. MA-59-1 dated February 3, 1959. (See Figure 1.)
 - (1) **Segmented Circle.** The segmented circle is the basic element of the system. Segmentation of the circle is necessary so that from a reasonable distance it can be readily distinguished from a solid circle which is sometimes used to mark

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- the center of a landing area. The segmented circle performs two functions; it aids the pilot in locating obscure airports and it provides a centralized location for such indicators and signal devices as may be required on a particular airport. The circle shall be installed in a position affording maximum visibility to pilots in the air and on the ground. Consideration should also be given to accessibility for ground operation.
- (2) Wind Direction Indicator. A conventional wind cone, installed as located on the drawing, shall be used as the wind direction indicator.
 - (3) Landing Direction Indicator. When conditions at an airport warrant its use, a landing direction indicator, installed as located on the drawing, shall be used for the purpose of showing pilots in the air and on the ground the direction in which landings and takeoffs are to be made. This indicator may be so designed that it can be made free-swinging when left unattended.
 - (4) Landing Strip Indicators. Landing strip indicators are used to show the orientation of landing strips and/or to give a positive indication of the strip specified for use. When used, they shall be arranged in pairs as shown on the drawing.
 - (5) Traffic Pattern Indicators.
 - (a) These indicators shall be installed for the purpose of controlling the direction of the traffic pattern when there is any variation from the normal left-hand pattern. When the traffic pattern indicators are included in an installation, they shall be arranged in pairs in conjunction with landing strip indicators.
 - (b) A flashing amber light shall be displayed at an airport when a right-hand (clockwise) flow of traffic is in effect. The light shall be displayed only during the time the traffic is actually right hand. The light should be located so as to be readily distinguishable to all aircraft in the air and on the ground and, where practicable, located close to the center of the segmented circle or on top of the control tower or adjoining buildings.
 - (6) Right-Turn Indicators. The entire segmented circle airport marker system is desirable and its use should be encouraged. Only the "L" shaped indicators, formed by using the landing strip and traffic pattern indicators referred to above, will

be required to comply with Civil Air Regulations, Part 60.18 (recodified as Federal Aviation Regulation, Part 91), AND WILL BE USED ONLY ON RUNWAYS USING RIGHT-HAND TRAFFIC PATTERNS. Where only these indicators are used, the operator should be encouraged to locate them so that the segmented circle and other visual aids can be added later. However, if this is undesirable or impracticable, they may be painted on the ends of the runway or constructed in any practicable manner on or near the end of the runway. If a raised type of indicator is used, it should be located so as not to become a hazard to the operation of aircraft.

(7) Closed Field Signal. Panels placed in the center of the circle in the form of a cross shall signify that a field is permanently closed to all traffic. When this signal is used, the wind cone and the landing direction indicator shall be removed from the circle. Other indicators may remain in place.

b. Pilot Familiarization. The information contained in the foregoing paragraphs of these "General Requirements", together with a copy of the "Segmented Circle Airport Marker System" drawing (Drawing No. MA-59-1 dated February 3, 1959), and a diagram showing the application of the system to the particular airport should be posted on all airport bulletin boards.

5. HOW TO GET THIS PUBLICATION.


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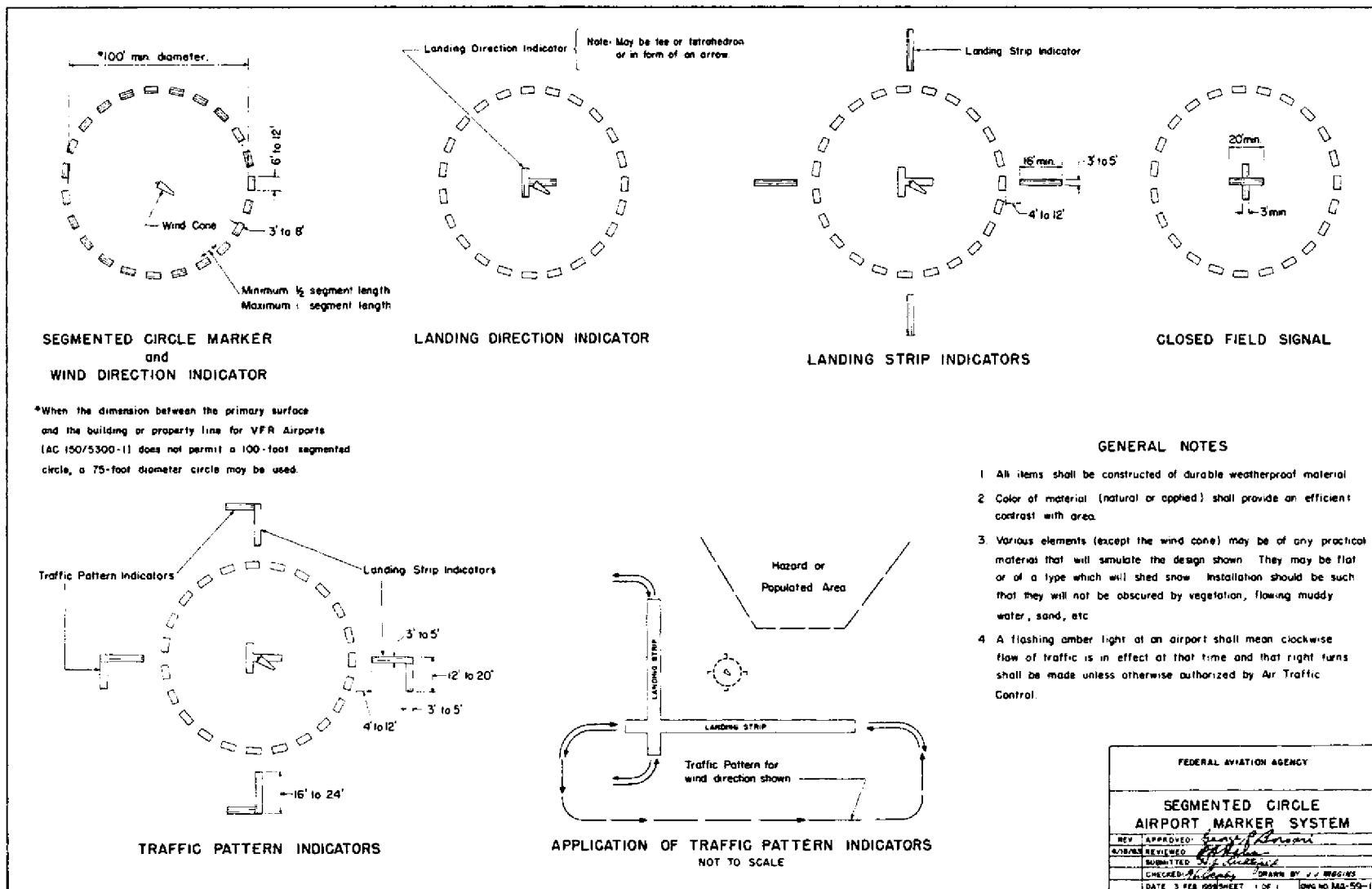
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Cole Morrow, Director
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FIGURE 1. SEGMENTED CIRCLE AIRPORT MARKER SYSTEM



*When the dimension between the primary surface and the building or property line for VFR Airports (AC 150/5300-1) does not permit a 100-foot segmented circle, a 75-foot diameter circle may be used.

GENERAL NOTES

- 1 All items shall be constructed of durable weatherproof material
- 2 Color of material (natural or applied) shall provide an efficient contrast with area.
- 3 Various elements (except the wind cone) may be of any practical material that will simulate the design shown. They may be flat or of a type which will shed snow. Installation should be such that they will not be obscured by vegetation, flowing muddy water, sand, etc.
- 4 A flashing amber light at an airport shall mean clockwise flow of traffic is in effect at that time and that right turns shall be made unless otherwise authorized by Air Traffic Control.

FEDERAL AVIATION AGENCY	
SEGMENTED CIRCLE AIRPORT MARKER SYSTEM	
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