



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: SEGMENTED CIRCLE AIRPORT
MARKER SYSTEM

Date: 09/14/07

AC No: 150/5340-5C

Initiated by: AAS-100

Change:

1. PURPOSE. This advisory circular (AC) sets forth standards for a system of airport marking consisting of certain pilot aids and traffic control devices.

2. CANCELLATION. Advisory Circular 150/5340-5B, Segmented Circle Airport Marker System, dated December 21, 1984, is cancelled.

3. RELATED READING MATERIAL.

- a. Advisory Circular 150/5340-30, Design and Installation Details for Airport Visual Aids.
- b. Advisory Circular 150/5345-27, Specification for Wind Cone Assemblies.

4. APPLICATION. The Federal Aviation Administration (FAA) recommends the guidelines and standards in this AC for a Segmented Circle Airport Marker System. This AC does not constitute a regulation and in general is not mandatory. However, use of these guidelines is mandatory for equipment that is funded under Federal grant assistance programs. It also provides one, but not the only, acceptable means of meeting the requirements of Title 14 Code of Federal Regulations (CFR) part 139, *Certification of Airports*, when a Segmented Circle is required. Mandatory terms such as "must" used herein apply only to those who purchase a Segmented Circle Airport Marker System using Airport Improvement Program (AIP) or Passenger Facility Charge Program (PFC) funds or those who seek to demonstrate compliance by use of the specific method described by this AC.

5. 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 must serve, and their construction and installation must be as described below and shown on 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 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. Install the circle in a position affording maximum visibility to pilots in the air and on the ground. Consideration should also be given to accessibility for ground operations.

(2) **Wind Direction Indicator.** Install a conventional wind cone, as located on the drawing, to be used as the wind direction indicator.

(3) **Landing Direction Indicator.** When conditions at an airport warrant its use, install a landing direction indicator, as located on the drawing, 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.

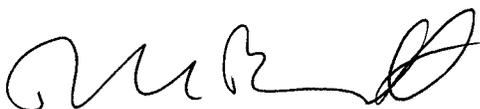
(4) **Landing Strip Indicators.** Landing strip indicators are used to show the orientation of landing strips and/or to give a positive indication of the strip specified for use. When used, they must be arranged in pairs as shown on the drawing.

(5) **Traffic Pattern Indicators.** Install these indicators 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 must be arranged in pairs in conjunction with landing strip indicators.

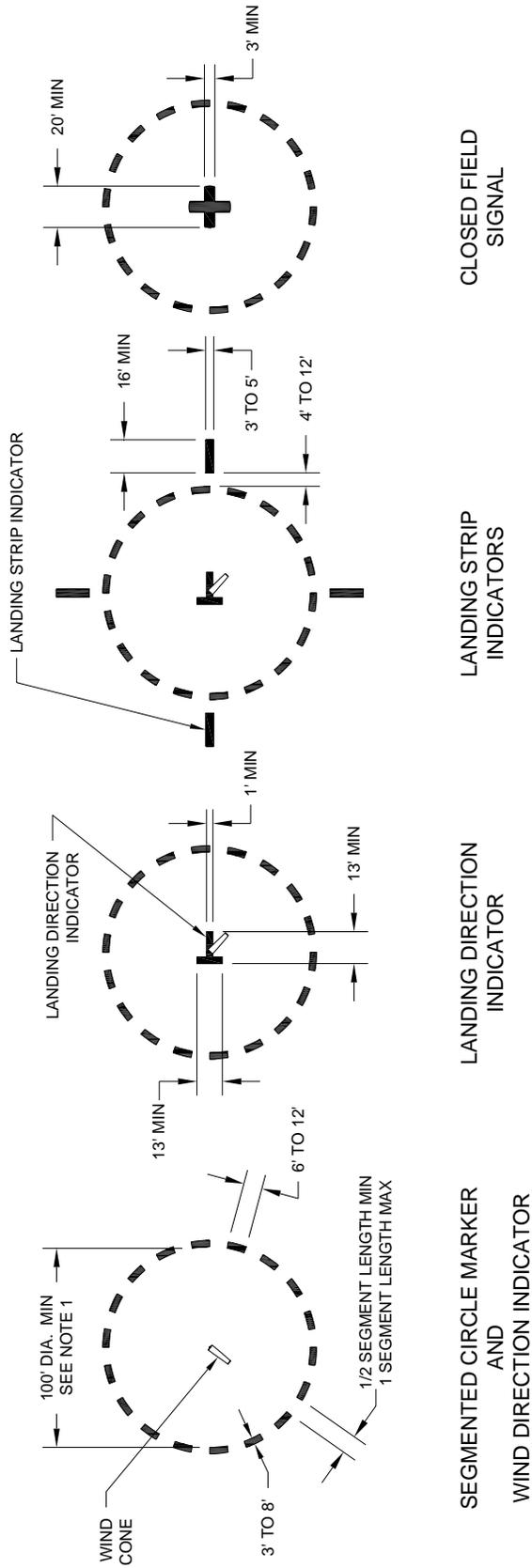
(6) **Right-Turn Indicators.** The use of the segmented circle airport marker system is encouraged. Only the “L” shaped indicators, formed by using the landing strip and traffic pattern indicators referred to above, are required for compliance with Title 14 CFR part 91, *General Operating And Flight Rules*, AND ARE USED ONLY ON RUNWAYS USING RIGHT-HAND TRAFFIC PATTERNS. Where only these indicators are used, the airport operator is 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 constructed in any practicable manner near the end of the runway. Locate any raised type of indicator so as not to become a hazard to the operation of aircraft.

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

b. Pilot Familiarization. Post the information contained in the foregoing paragraphs of these “General Requirements”, together with a copy of the “Segmented Circle Airport Marker System”, figure 1, and in a diagram showing the application of the system to the particular airport on all airport bulletin boards.



David L. Bennett
Director of Airport Safety and Standards



GENERAL NOTES:

1. WHEN THE DISTANCE BETWEEN THE RUNWAY SAFETY AREA AND THE BUILDING OR PROPERTY LINE DOES NOT PERMIT A 100' SEGMENTED CIRCLE, A 75' DIAMETER CIRCLE MAY BE USED.
2. ALL ITEMS SHALL BE CONSTRUCTED OF DURABLE WEATHER PROOF MATERIAL.
3. COLOR OF MATERIAL (NATURAL OR APPLIED) SHALL PROVIDE AN EFFICIENT CONTRAST WITH AREA.
4. VARIOUS ELEMENTS (EXCEPT THE WIND CONE) MAY BE OF ANY PRACTICAL MATERIAL THAT WILL MATCH THE DESIGN SHOWN. THEY MAY BE FLAT OR A TYPE THAT WILL SHED SNOW. INSTALLATION SHOULD BE SUCH THAT THEY WILL NOT BE OBTSCURED BY VEGETATION, FLOWING MUDDY WATER, SAND, ETC.

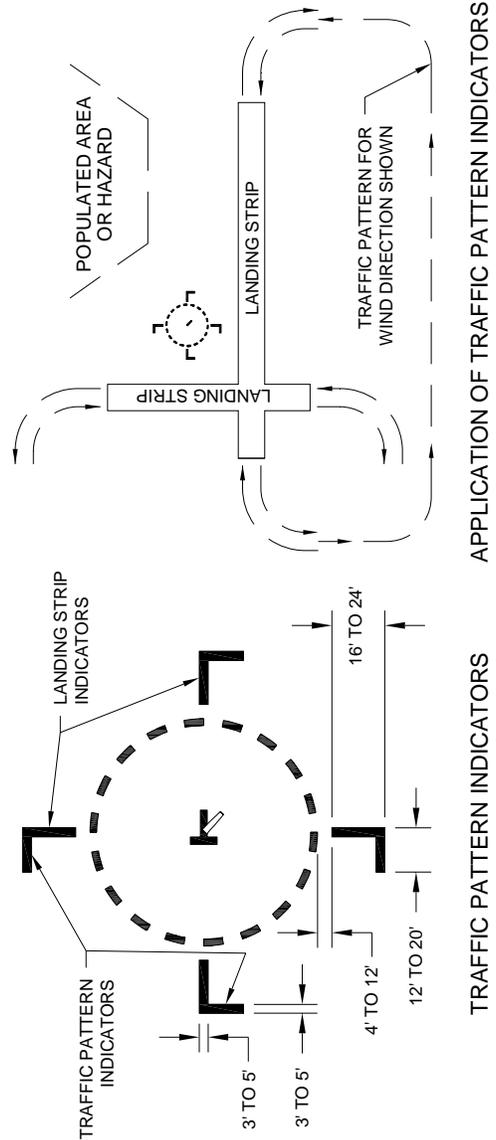


Figure 1. Segmented Circle Marker System

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