

Runway 02Left Additional Lighting & Markings

The PDK Airport has installed two (2) additional sets of elevated Runway Guard Lights or “wig-wag” lights to protect the approach end of Runway 02Left. These lights are identical to other sets located around the airport at known “hot spots” or areas of frequent runway and taxiway incursions. “Wig-wags” are supplemental devices used in direct conjunction with hold position markings and signed.

Numerous Pilot Deviations (PD’s) relating to runway incursions have occurred in this area. These lights were installed on both sides of the Taxiway ‘A’ to protect the shorter parallel runway from inadvertent incursions.



Additionally, there is a red & white runway warning sign that has been installed on the left side of the runway hold bar marking at the approach end of Runway 02Left. This on-the-pavement sign has been located on the left side of Taxiway ‘A’ to bring further attention to the upcoming, nearby runway and the hold short line for the Pilot-In-Command sitting on the left side of the taxiing aircraft.



Finally, what are called “enhanced taxiway centerline markings” have been installed on Taxiway ‘A’ leading directly to the enhanced hold-short bar markings for this runway. The enhanced markings are double in size helping to warn the approach aircraft of the upcoming hold-short line. Enhanced taxiway markings are now required at all airports certificated by the FAA to conduct regularly scheduled commercial service. However, in a concern for operational safety and efficiency, these upgraded markings have now been brought onto the PDK Airport as well.



Runway 20Left Additional Lighting & Markings

An enhanced centerline marking on Taxiway ‘A’ has been added approaching the hold-short line for Runway 20Left. This marking is exactly the same marking used on Taxiway ‘A’ at the approach end of Runway 02Left.



Of additional interest, Instrument Landing System (ILS) hold short marking and lighting has been installed on Taxiway ‘A’ and Taxiway ‘J’ approaching Runway 20 Left. Technically, these markings and signs control the Precision Object Free Zone (POFZ) for the Runway 20Left ILS. The POFZ is a volume of airspace that must be kept clear when an aircraft is on a vertically guided final approach (ILS). The POFZ becomes “active” when the reported weather at PDK is

below 800 feet ceiling and two (2) miles visibility. The activation of this volume of airspace is the responsibility of the FAA's Air Traffic Control Tower (ATCT).



There is also an ILS hold line painted on Taxiway 'J'. When the ILS hold-short line is made active by ATCT, no aircraft will be permitted to occupy the Taxiway 'J' run-up area for engine maintenance runs. When this happens, aircraft wanting to conduct engine maintenance runs may be directed to the north run-up area for Runway 20Left. When this is required, additional awareness must be considered during the run-up to ensure the prop-jet engine exhaust is not directed back onto aircraft holding on Taxiway 'A' awaiting departure on Runway 20Left.