

12/10/2021

FOR YOUR INFORMATION

2021-181/5-58

1850180

To: Airport Manager, Boston Logan Intl, (BOS), MA, FAA (AAS-1)

Info: FAA (AAS-300, ANE-600, AFS-280, AFS-200, AJI-144, AVP-1, AVP-200, Director of Air Traffic Operations, ESA North), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BOS Airport Lighting Deficiencies

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1850180

DATE / TIME

Date of Occurrence	202110
Local Time Of Day	1801 to 2400

PLACE

Locale	BOS.Airport
State	MA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
Weather	Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	BOS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1850180

EVENTS

Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

This is an informational report/operational safety concern at BOS. Upon our night landing (autoland due to low ceilings, rain and reduced visibility) on BOS Runway 4R, we were given instructions to clear the runway via a left turn on to Runway 33R. During this low-speed turn with all appropriate aircraft lights on, it was difficult to identify and differentiate markings and the few runway edge lights associated with both runways at this intersection. As Runway 33R has no centerline lighting, the first centerline stripe on this runway is a fair distance beyond the intersection and was not immediately visible in the wet conditions during the turn. Additionally, unlike the far end of Runway 33R where yellow lead-on/off lines to Runway 33R-15L serve Runway 4L, no such markings appeared visible to me at the 33R/4R intersection. Improperly making, misjudging or misinterpreting the left turn onto Runway 33R from Runway 4R could be an issue under night/weather conditions such as ours due to a combination of confusing and meager lighting and markings at this location. In our case, our aircraft's lights illuminating Runway 33R's northern barrier stripe and the grass beyond while turning was our best cue to keep on with the left turn and join with the first centerline stripe further down the way on Runway 33R. This is an informational report for dissemination. There was no excursion.

SYNOPSIS

An Air Carrier pilot reported insufficient runway lighting at BOS Runway 33R/4R intersection makes it difficult to see runway markings and could cause taxi errors.