

5/12/2022

**FOR YOUR INFORMATION**

2022-52/5-21

1886405

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

Info: FAA (AAS-300, ANE-600, AFS-260, AFS-200, AJI-144, AVP-1, AVP-200, Director of Air Traffic Operations, ESA North, Runway Safety Team), 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 Taxiway Signage and Lighting

We recently received ASRS reports 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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 1886405

### DATE / TIME

Date of Occurrence 202203  
Local Time Of Day 0601 to 1200

### PLACE

Locale BOS.Airport  
State MA  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

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

### AIRCRAFT / EQUIPMENT Y

Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 1886405

### PERSON 2

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 1886416

### EVENTS

Anomaly Conflict - Ground Conflict, Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Taxiway  
Detector - Person Air Traffic Control  
Detector - Person Flight Crew  
Result - Flight Crew Became Reoriented  
Result - Air Traffic Control Issued Advisory / Alert

### NARRATIVE 1

Aircraft taxied beyond hold short point. Received taxi clearance to taxi to Runway 4R BOS. Clearance was taxi to [Runway] 4R via [Taxiways] E1, K, B, hold short of Juliet. Give way to [Aircraft Z] from your right. I read back clearance correctly, wrote it down, then read it again to the CA (Captain). I cleared him right after the [Aircraft Z] passed for his right onto [Taxiway] E1. I informed Ground we were awaiting numbers. Close out printed after turning onto [Taxiway] K and I informed Ground we had our numbers. I told CA I was heads down and entered numbers and briefed closeout. We checked flight controls on [Taxiway] K. I cleared him right onto [Taxiway] B and went heads down to complete the before take off flow and checklist. When I announced "to the line" and performed that flow he said continue. We performed checklist below the line and announced before takeoff checklist complete. I heard [a] radio call [for us to] hold position. I responded to Tower and I looked up to see we were in the bend of Taxiway B and I asked CA if he had passed [Taxiway] Juliet. He said

yes, and realized we'd gone past the hold short at [Taxiway] Juliet. [Aircraft Y] was told to go around and we were then cleared across [Runway] 4L and cleared for takeoff without further incident.

The CA copied the taxi clearance that I repeated, but failed to write down the hold short of [Taxiway] Juliet instructions. We originally thought we would get [Runway] 33L due to performance and briefed that taxi on the departure briefing. We received [Runway] 4R as our runway with our push clearance. It was not on the ATIS for a departure runway. The taxi to [Runway] 4R was briefed but was a short taxi requiring a lot of heads down time for the FO (First Officer) due to delayed closeout numbers. I was not familiar with Boston having only been there a couple of times and did not know of the Non-standard position of the [Runway] 4L holdshort on [Taxiway] Bravo at [Taxiway] Juliet. There was a lot of aircraft taxiing in both directions adding another distraction. Taxiway Bravo does not cross the inner Runway 4L giving the impression one would not need to stop until reaching the hold short for [Runway] 4R. There are no hold bars or lights at [Taxiway] Juliet.

[Suggest] Hold lights at the hold short on [Taxiway] Bravo at [Taxiway] Juliet when there is landing traffic on [Runway] 4L. Tower call for aircraft to hold short of [Runway] 4L on [Taxiway] Bravo at [Taxiway] Juliet for landing traffic after the handoff to them from ground on [Taxiway] Kilo.

## **NARRATIVE 2**

After start checklist complete the F/O (First Officer) called for taxi. I copied down [Taxiways] E1 Kilo Bravo. I missed hold short at [Taxiway] Juliet on the clearance and the read back. Once on [Taxiway] Bravo I believed I was cleared to [Runway] 04R. Due to short taxi my F/O was task saturated and heads down as we passed [Taxiway] Juliet. Tower notified us to hold position and sent [Aircraft Y] around. He was on a visual to [Runway] 04L. After that the flight progressed as normal.

Runway change in Box. Load close out and before T/O checklist happened one after the other effectively taking away my P/M (Pilot Monitoring's) eyes.

Put hold lights at [Taxiway] Juliet in the [Runway] 4L/R configuration at BOS.

## **SYNOPSIS**

Air carrier flight crew reported they failed to hold short of a taxiway, resulting in ATC directing an aircraft on final approach to Runway 4L at BOS to go around. Reporters stated there are no hold short lines on Taxiway Bravo at Juliet and suggested that hold lights be added.