

12/15/2025

FOR YOUR INFORMATION

2025-321/5-108

2299099

To: Airport Manager, Boston Logan Intl, (BOS), MA, FAA (ANE-600)

Info: FAA (AAS-1, AJV-A, AFS-260, AFS-200, AVP-1, AVP-200, ATM BOS Tower, Director of Air Traffic Operations, ESA North), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: BOS Taxiway Lighting and Signage

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2299099

DATE / TIME

Date of Occurrence 202510
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale BOS.Airport
State MA
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground BOS
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 2299099

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2299087

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Incursion - Runway
Anomaly Ground Incursion - Taxiway
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Flight Crew
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

We pushed back from Gate XX at BOS. Ground Control cleared us to taxi to Runway 4R via taxiways A, K, cross Runway 4L, then M and B, with clearance to cross Runway 9 as well. We had briefed for a single-engine taxi.

We mention how we are number three for takeoff following a small plane and then Aircraft Y. The first plane lines up on the runway and Aircraft Y pulls up. The Captain begins to roll what I thought was to follow Aircraft Y. I look over to my chart to pull up the SID since we would be next for takeoff, which I then look up and realize the Captain wasn't turning onto B to follow Aircraft Y. I apologize to Tower for missing the turn.

ATC then instructed us to continue via Runway 14 and hold short of Runway 4R. While taxiing on Runway 14 we missed the hold-short line for 4R since it was dark out and there was nothing else to help signify coming upon a runway like lights or signs. By the time I noticed the hold-short line on the pavement it was too late and we had crossed over it.

NARRATIVE 2

The aircraft was pushed back from Gate XX at BOS. Ground Control issued taxi instructions to Runway 4R via taxiways A and K, with clearance to cross Runway 4L, followed by Taxiways M and B, and clearance to cross Runway 9. Single-engine taxi was briefed. Due to the scheduled wheels-up time of XA:08, a delayed engine start procedure was performed.

Following completion of the delayed engine start, the before-takeoff checklist was requested and initiated. During taxi, it was realized that Taxiway B, the entry point for Runway 4R, had been passed. The aircraft was immediately stopped, and the ATC controller was notified. An apology was extended for the deviation.

Subsequently, instructions were received to continue taxi via Runway 32 and hold short of Runway 4R.

While proceeding, the hold-short line between Runway 32 and Runway 4R was inadvertently missed. The clearance specified holding short of Runway 4R, leading to primary focus on the hold-short line for Runway 4R, which resulted in overlooking the stop line on Runway 32 the aircraft was stopped just [a] few meters from that stop line.

Concurrently, a preceding aircraft executed a go-around on Runway 4R. Another aircraft was then cleared to land on Runway 4R. Immediately thereafter, Tower Control issued takeoff clearance for our aircraft on Runway 4R.

SYNOPSIS

Air carrier flight crew taxiing out at BOS reported the lack of lights and signage, especially at night, led to the flight crew missing the Runway 4R hold-short line.