

12/29/2023

**FOR YOUR INFORMATION**

2023-221/11-44

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

2050082

Info: FAA (ANE-600, AFS-260, AFS-200, AJI-144, 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

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

Re: BOS Taxiway Charting

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 2050082

### DATE / TIME

Date of Occurrence	202311
Local Time Of Day	0001 to 0600

### PLACE

Locale	BOS.Airport
State	MA
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	ZZZ
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	2050082

### PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2050080

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - FAR
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 New Clearance

### NARRATIVE 1

After pushback from Gate X, we received taxi clearance of C, B, N, cross [Runway] 15R hold short of [Runway] 15L. The FO (First Officer) and I both referenced the Jeppesen 10-9 page. We both incorrectly agreed that [Taxiway] C was our first left. I incorrectly then turned the aircraft onto [Taxiway] A. ATC then cleared us to continue on A. Upon looking back at the chart, I realize the mistake was made because I misread the "Pier C" and "Terminal C" lettering as being Taxiway C. I read it incorrectly, but I do believe that the Jeppesen representation is misleading.

As a crew, we could have more closely referenced the 10-9 page and should have more closely referenced taxiway signage. Referencing the AMM (Airport Moving Map) would have given a more accurate picture. Jeppesen 10-9 labeling of Pier C and Terminal C could be moved to a different location. Also, text increasing in size as you zoom in on AMM would be helpful.

### NARRATIVE 2

After push and start off of Gate X in the early morning, still dark out, we contacted Ground and received the taxi clearance of C B N cross [Runway] 15R, hold short of [Runway] 15L. We both were looking at the taxi chart and stumbled for a second. We then agreed that [Taxiway] C was an immediate left. This immediate left put us on [Taxiway] A instead of [Taxiway] B. The reason this occurred was on the taxi chart the location of “Pier C” and “Terminal C” are labeled in a way that makes Taxiway “A” appear as if it is “C.” Upon making this wrong turn, we immediately noticed and stopped. At the same time ATC revised our taxi instructions “A N” and we were of no inconvenience to any other aircraft and safety was not compromised.

The pilots could have slowed down a little and confirmed taxi clearance. The Jeppesen 10-9 for BOS could be made a little clearer regarding the placement of non-taxiway labels. The use of the AMM (Airport Moving Map) chart would have prevented this issue completely as it is much clearer. I usually use the AMM, but I didn't this morning. The Captain mentioned a reluctance on their part to use the AMM as the text size is small and when you zoom in it doesn't change the text size. The map text size setting helped make it a little larger, but it could be even larger to help. A short and quick solution could be a quick cautionary addition in the company information.

## **SYNOPSIS**

Air carrier flight crew reported a taxiway incursion at BOS due to what the crew believed to be misleading information between taxiways and terminal references on the Jeppesen chart.