

Calendar Year	Airport Code	Report Number	Date of Event	Severity Category	Incident Type Category	Report Narrative
2008	BOS	BOST08E002	8/26/2008	C	OE	BOS runways in use were 27 and 33L. This configuration normally leaves Runway 4R/L inactive and released to Ground Control (GC). GC was taxiing outbound aircraft on Taxiway C to Runways 33L and 27. A EMBRAER E135 requested taxi clearance and advised GC they could only depart Runway 4R. GC issued the E135 taxi instructions to 4R. GC then relinquished control of Runway 4R to Local Control (LC) for the E135 to depart but forgot to hold taxiing aircraft at Taxiway C which crosses Runway 4R at approximately midfield. LC cleared the E135 for take-off Runway 4R full length (Bravo), and then during a scan, noticed a McDonnell-Douglas MD80, moving towards runway 4R. LC advised GC who immediately instructed the MD80 to stop. LC cancelled take-off clearance for the E135 who had already started take-off roll. The MD80 entered the runway as the E135 passes the 4R/9 intersection and decelerating rapidly. The E135 stopped take-off roll and reached taxi speed abeam Taxiway E and taxied off 4R via Taxiway P. The MD80 clears the runway as the E135 passes E. Horizontal proximity reported was 2,000 feet, the distance between Taxiway E and C. AMASS did not
2008	BOS	PNETBOS08001	2/15/2008	C	PD	A Cessna C560 was taxied to Runway 27 via Taxiways Charlie and Delta to hold short of Runway 33L at Delta by Ground Control (GC). The C560 pilot read back hold short instructions correctly. Local Control (LC) then instructed the C560 to cross Runway 27. The C560 proceeded to cross Runway 33L at Delta instead of 27 and conflicted with an Airbus A320 on departure full length 33L. The C560 starts to enter runway as the A320 is on takeoff roll. As the C560 crosses runway centerline both aircraft are an estimated 1,500 feet apart. JBU 489 aborted. The C560 clears the runway when the A320 is an estimated 1,000 to 1,200 feet from Delta (midway from departure point to the 27 intersection).
2008	BOS	PNETBOS08002	5/20/2008	C	PD	An Airbus A340 landed Runway 22L and was instructed by LCE that if he missed exit at Taxiway E to keep speed up through runway intersection due to inbound for Runway 27. The A340 turned right onto Runway 27 without authorization and stopped thus conflicting with an Airbus A320 on final same Runway 27. The A320 was less than ??? mile when issued a go around. Horizontal distance from approach end Runway 27 to intersection of 22L is more than 5,000 feet. The A320 was above 200 feet vertical when it past the intersection of 27 and 33L.
2008	BOS	PNETBOS08003	6/10/2008	C	PD	A Boeing B737 landed Runway 4R and was instructed to hold short of Runway 4L at Taxiway N (departure end). The B737 pilot read back the hold short correctly. Subsequently the B737 pilot advised they had crossed the hold short line for Runway 4L at N but did not enter the runway. A Cessna C402, on final for 4L, was issued a go around at 1/2 mile by Local Control to avoid loss of separation. Approach end 4L to departure end is more than 7,000 feet.
2008	BOS	PNETBOS08004	7/30/2008	C	PD	A Cessna C402 was taxied to Runway 9 via Taxiways Bravo and Echo to hold short of Runway 4L. The C402 pilot read back the instructions to include hold short 4L. The C402 then turned onto Echo and proceeded to cross Runway 4L hold line without clearance thus conflicting with a Beech BE36 on final same runway. The BE36 was issued a go around at 1/2 mile to avoid loss of separation and prior to AMASS alarming. The C402 then crossed runway edge and stopped approximately 55 feet from runway centerline.
2008	BOS	PNETBOS08005	8/1/2008	D	PD	A Boeing B757 was taxied to Runway 4R via Runway 14. Subsequently the B757 crossed the visual hold line on Runway 14 for Runway 4R without clearance. A EMBRAER E170, on 2 mile final 4R, was sidestepped to Runway 4L to avoid loss of separation.
2008	BOS	PNETBOS08006	8/2/2008	D	PD	A Boeing B734 was taxied to Runway 4R via Runway 14. The B734 crossed Runway 4R hold line without clearance and conflicted with an aircraft, call sign and type not reported, on 4 mile final same runway. The aircraft was side stepped to 4L for landing to avoid loss of separation.

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2008	BOS	PNETBOS08008	8/8/2008	C	PD	A Boeing B757 landed Runway 4R and was instructed to hold short of Runway 4L on Runway 33R. The B757 pilot read back the hold short correctly. Subsequently the B757 crossed the hold line for 4L, was instructed to stop and did not enter the runway. A Beech BE55, on ??? mile final 4L, was issued a go around.
2008	BOS	PNETBOS08009	8/17/2008	C	PD	A Falcon F900 landed Runway 27 and was instructed to hold short Runway 22R via Taxiway K at departure end. The F900 pilot read back the instructions correctly but crossed the hold short lines. Local Control West stopped the F900 prior to crossing 22R edge line. The F900 stopped 135 feet from 22R centerline, 60 feet from runway edgeline. A Boeing B712 was departing Runway 22R full length and had rotated mid-field (Taxiway Q) approximately 3,900 feet from K. Closest proximity was 500 feet vertical as the B712 past K airborne. The B712 did not over fly the F900. This event did not meet the parameters established within AMASS to cause an alarm and no alert was given.
2008	BOS	PNETBOS08010	9/3/2008	D	PD	A Beech BE40 was instructed to taxi to Runway 9 via Taxiways B, E, to hold short of Runway 4L. The BE40 pilot read back the hold short instructions. The BE40 crossed the hold line for 4L at Taxiway E without clearance and conflicted with a Cessna 402 on final 4L. The C402 was issued a go around at 1 mile final to avoid loss of separation.
2008	BOS	PNETBOS08011	9/11/2008	C	PD	A CANADAIR CRJ1 holding short of Taxiway Kilo abeam firehouse when Ground Control instructed the pilot to turn right on Taxiway Bravo, hold at the Runway 4L approach location on Bravo. The CRJ1 pilot read back the instructions correctly. The CRJ1 then taxied straight ahead on Kilo and crossed Runway 4L hold short lines without clearance thus conflicting with a SAAB SF34 on final same runway. The SF34 was issued a go around at ??? mile final to avoid loss of separation. The CRJ1 stopped aproximately 160 feet from runway centerline. This event did not meet the parameters established within AMASS to cause an alarm (110 feet from centerline) and no alert was received.
2008	BOS	PNETBOS08012	9/23/2008	D	PD	A EMBRAER E190 was taxied to Runway 9 via Bravo and Mike by Local Control West (LCW) then switched to LCE frequency. The E190 missed the turn onto Mike, continued on Bravo then entered Runway 4R safety area without clearance and conflicted with a Boeing B712 on final 4R. The B712 was issued a go around at 2 mile final to avoid loss of separation.
2008	BOS	PNETBOS08013	10/19/2008	SI	PD	A CANADAIR CRJ1 was issued taxi instructions to Runway 9 via Taxiway Kilo and Mike. The CRJ1 read back the taxi instructions but not the runway. The CRJ1 taxied to Runway 9 and stopped. After receiving a frequency change the CRJ1 was instructed to taxi into position and hold (TIPH) on Runway 9. The CRJ1 instead crossed the approach end of Runway 9 without clearance then continued taxiing on Mike then left on Bravo to Runway 4R and held at hold short lines. No conflicts reported.
2009	BOS	BOST09E001	1/25/2009	C	OE	On the job training (OJT) in progress on local control position. A Boeing B733 was instructed to taxi into position and hold (TIPH) Runway 33L full length waiting a release. Local Control West/East Developmental (LCW/E DEV) approved 2 runway crossings via Taxiway N. LCW/E DEV amended the departure instructions for the B733 on 33L and pilot read back the departure instructions. The OJTI began telling LCW/E DEV he needed to end the amendment with "continue holding". As this discussion was taking place the B733 started take-off roll without a takeoff clearance. The OJTI immediately told the B733 to cancel take-off clearance. The B733 had rolled approximately 500 feet as the second aircraft, a Boeing B757 began crossing 33L. The B733 aborted and taxied off the runway via Runway 27. Closest proximity reported was approximately 5,650 feet (the distance between the intersection of Runway 27/33L and Taxiway N. This incident did not meet the parameters established within AMASS to cause an alarm and no alert was received. (PD also filed)

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2009	BOS	PNETBOS09002	2/21/2009	C	PD	An Airbus A319 was issued taxi clearance to Runway 33L via Taxiways Kilo, Bravo and Charlie to hold short of Runway 27. Pilot read back was correct. ATCT then amended the initial route to Echo and the A319 joined Echo to Bravo then Charlie. The A319 started to cross Runway 27 at Charlie without clearance and conflicted with a Cessna C402 on final same runway. LC instructed the A319 to expedite across Runway 27 and the C402, approximately three quarter (.75) mile final when the A319 crossed the hold line, continued inbound for landing. Horizontal distance from approach end 27 to Charlie is approximately 3,000 feet. The A319 cleared the runway prior to the C402 crossing landing threshold and was estimated to be 3600 feet from the intersection at that time. No loss of separation reported.