

**740 CMR 21:00 BOSTON-LOGAN INTERNATIONAL AIRPORT, AND LAURENCE G. HANSCOM FIELD,  
AND WORCESTER REGIONAL AIRPORT – GENERAL PROVISIONS**

**21.01: Definitions**

Whenever used in 740 CMR 21.00 through 26.99, the following terms shall have the meanings hereinafter indicated ~~provided~~ and shall apply to ~~both Boston Logan International Airport, and Hanscom Field, and Worcester Regional Airport~~ unless otherwise specified, ~~except 740 CMR 21.61(3) shall not apply to Worcester Regional Airport.~~

**Aerodrome** - is defined as that part of the Airport that is not open for public vehicular traffic or for other general public use, except for enplaning or deplaning aircraft, said Aerodrome including but in no way being limited to runways, taxiways, landing areas, ramp and apron areas, and aircraft parking and storage areas.

**Air Carrier** shall mean any Person conducting operations at the Airport pursuant to a federal certificate to conduct air transportation services.

**Air Operations Area (AOA)** - shall mean any area of the Airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft.

**Aircraft** - shall mean and include any and all contrivances now or hereafter used for the flight in air or space, including but not limited to airplanes, airships, dirigibles, helicopters, gliders, amphibians and seaplanes.

**Aircraft Parking and Storage Area** - shall mean and include those portions of the Airport designated and made available temporarily or permanently by the Authority to the public for the parking or storage of aircraft.

**Airport** - shall mean the land and developments owned, controlled, operated and maintained by the Authority at ~~both Boston Logan International Airport in East Boston, and L.G. Hanscom Field in Bedford, Massachusetts, and Worcester Regional Airport in Worcester~~ unless otherwise specified, consisting of runways, taxiways, hangars, control towers, ramps, aprons, wharves, bulkheads, buildings, structures, roads, streets, parking and storage areas, improvements, utilities, facilities, or other real property, necessary or convenient, or desirable, for the landing, takeoff, accommodation and servicing of vehicles or aircraft of all types.

**Airport Highway** - shall mean and include the vehicular ways on the Airport designated by the Authority and made available to the public for use as a way subject to 740 CMR 21.00 established by the Authority for the use of the same.

**ATC** - shall mean a service operated by the Federal Aviation Administration, entitled Air Traffic Control, to promote the safe, orderly and expeditious flow of air traffic.

**Authority** - shall mean the Massachusetts Port Authority as created by St. 1956, c. 465, and amendments thereto.

**Auxiliary Power Unit (APU)** - shall mean a generating device installed in an aircraft which provides electrical power for that aircraft while on the ground.

**Aviation Service Operator** - shall mean and include any person authorized by the Executive Director to perform services to or for aircraft pursuant to 740 CMR 26.01 through 26.99.

**Emergency Crew Headquarters** - shall mean and include the facility which houses the fire fighting and rescue organization maintained by the Authority at Logan International Airport, and Hanscom Field, and Worcester Regional Airport.

**Executive Director** - the duly-appointed Executive Director of Massachusetts Port Authority. In all matters pertaining to operation of Logan Airport, and Hanscom Field, and Worcester Regional Airport the powers of the Executive Di-

rector under 740 CMR 21.00 may be exercised by the Director of Aviation, and specific powers may be further delegated in writing to other members of the Authority's management.

**Fire Controlman** - shall mean and include the chief of the fire fighting and rescue organization maintained by the Authority at Emergency Crew Headquarters or his authorized representative.

**Fixed Based Operator** - a company authorized by the Authority to sell and deliver and to provide into-aircraft services, aviation fuel and lubricants and supplies to all owners and operators of aircraft at Hanscom Field.

**Fuel Servicing Vehicle** - shall mean and include any vehicle designated and operated for the purpose of fuel transfer handling in connection with the fueling or defueling of aircraft.

**Fuel Transfer Handling** - shall mean and include the process of transferring petroleum fuels on the Airport between a bulk storage facility and a fuel servicing vehicle or hydrant, or between a fuel servicing vehicle or hydrant and an aircraft.

**General Aviation Terminal** - shall mean the terminal building facility located in the South Hangar Area at Logan which serves general aviation users of the Airport and including its associated parking ramps for general aviation aircraft, one located on the easterly side of the General Aviation Terminal and one located on its westerly side.

**Ground Power Unit (GPU)** - shall mean a mobile generating device to provide electrical power for an aircraft while on the ground.

**Holder** shall mean a Person to whom an Identification Medium/Media has been issued.

**Identification Medium/Media** shall mean an Authority-issued or approved authorization to enter into a SIDA.

**In-Flight Emergency** - shall mean a problem or condition arising while an aircraft is in the air, which in the judgment of the pilot could endanger the safe completion of the flight, and is so declared by the pilot to ATC.

**Jet Aircraft** - shall mean and include any and all aircraft which are not propeller-driven, and which accomplish motion entirely by a direct reaction of the thrust of any engine, including but not limited to engines which operate on turbine, ram, rocket or other principles.

**Landing Area** - shall mean and include those portions of the Airport, including runways and taxiways, designated and made available temporarily or permanently by the Authority to the general public for the landing and taking off of aircraft as well as other areas between and adjacent to said runways and taxiways.

**Motor Vehicle** - shall mean and include any vehicle which is self-propelled. See definition of "Vehicle".

**Non-Tenant Aircraft** - shall mean and include any aircraft using the Airport, the operator of which has not entered into a lease agreement with the Authority or an Authority approved sublease for operating areas at the Airport.

**North Hangar Area** - shall mean that area of Logan Airport northerly of the main access roadways and westerly of the airline passenger terminal facilities.

**NOTAM** - shall mean a "Notice to Airmen" containing information about the establishment, condition or change in any component of or hazard to the National Airspace System, the timely knowledge of which is essential to users of the system and to personnel concerned with flight operations.

**Operator** - shall mean and include the owner or other person, firm or corporation controlling the operations of one or more aircraft or one or more vehicles; or any person who has rented such aircraft or vehicle for the purpose of operation by his own agents.

**Permission** - shall mean permission granted by the Executive Director, unless otherwise specifically provided.

**Person** - shall mean and include any individual, firm, co-partnership, corporation, association or company (including any assignee, receiver, trustee or similar representative thereof) or the United States of America or any foreign government or any state, political division thereof, or the United Nations.

**Piggybacking** shall mean more than one person passing through a secured area/SIDA automated controlled access portal during a single entry of that portal without each person using his/her individual access medium for verification of access authorization.

**Police** - shall mean and include the members of the Massachusetts State Police assigned to duty at Logan International Airport, pursuant to the provisions of St. 1959, c. 274, or such other members of the Massachusetts State Police as may be temporarily assigned to duty at Logan International Airport, ~~and/or~~ Laurence G. Hanscom Field, or Worcester Regional Airport, or Massport employees designated and ~~assigned~~ warranted as special police ~~from time to time~~.

**Ramp and Apron Area** - shall mean and include those portions of the Airport designated and made available temporarily or permanently by the Authority to the public for loading or unloading of both passengers and cargo onto and from aircraft.

**Run-Up** - shall mean any operation of a stationary aircraft engine above idle power except to overcome inertia for taxiing.

**Security Identification Display Area ("SIDA")** shall mean a Restricted Area, as defined in 740 CMR 21.03, and the AOA, for access to which the Authority requires Identification Media.

**South Hangar Area** - shall mean that area of Logan Airport southerly of the main access roadways and westerly of the airline passenger terminal facilities.

**Sterile Area** - shall have the meaning as defined in 14 CFR 108.3.

**Touch and Go Landing** - shall mean a landing in which power is applied during the landing roll and a subsequent takeoff results.

**Tower** - shall mean a facility operated by the FAA which, through the use of air/ground communications provides ATC services to aircraft operating on or in the vicinity of the Airport. "Boston Tower" refers to the Tower facility at Logan Airport.

**Turbo-Prop Aircraft** - shall mean and include any and all aircraft which accomplish motion by means of a jet engine having a turbine driven propeller whose thrust may or may not be supplemented by that of hot exhaust gases issuing a jet from the engine itself.

**Vehicular Parking and Storage Area** - shall mean and include those portions of the Airport designated and made available temporarily or permanently by the Authority as vehicular parking and storage areas to which the public has the right of access, within the meaning of the laws of the Commonwealth of Massachusetts applicable to regulations of motor vehicles.

**Vehicle** - shall mean and include automobiles, trucks, buses, motorcycles, horsedrawn vehicles, bicycles, pushcarts, limousines, taxicabs, vehicles of carriers for hire, charter motor vehicles, and any other device in or upon or by which any person or property is or may be transported, carried or drawn upon land except railroad rolling equipment or other devices running only on stationary rails or tracks and except aircraft.

**21.08: Report of Accidents**

All persons involved in any accident occurring on the Airport, other than one involving an aircraft, shall make a full report thereof to the Airport State Police as soon after the accident as possible and before leaving the Airport.

### 21.23: Aircraft Operational Safety Requirements

- (1) Aircraft landing at the Airport shall make the landing runway available to others by leaving the line of traffic as promptly as possible unless otherwise instructed by ATC.
- (2) No person shall practice aircraft landings or takeoffs at Logan Airport without advance permission.
- (3) (a) No aircraft shall land, takeoff or taxi at Logan International Airport with a student pilot at the controls nor shall flight instruction activities be conducted without prior permission of the Executive Director.  
(b) Aircraft at Laurence G. Hanscom Field may land, takeoff or taxi with a student pilot at the controls unless specifically prohibited by the Executive Director.  
(c) Aircraft at Worcester Regional Airport may land, takeoff or taxi with a student pilot at the controls unless specifically prohibited by the Executive Director.
- (4) No aircraft shall use any part of the landing areas considered temporarily unsafe for landing or taking off, or which is not available for any cause; such areas to be suitably noted and described by NOTAM.
- (5) Aircraft shall use marked hard surfaces of runways and taxiways only, unless otherwise designated by the Executive Director.
- (6) The pilot or other person aboard engaged in the operation of any aircraft (except when subject to the direction or control for ground movement purposes, of the Federal Aviation Administration or like Federal Agency) being operated on the surface of any landing area, ramp and apron area or aircraft parking and storage area, must at all times comply with any lawful order, signal or direction of an authorized representative of the Authority. When operation of such aircraft is controlled by lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings shall be obeyed unless an authorized representative of the Authority directs otherwise.
- (7) No aircraft shall be operated on the surface of a landing area, ramp and apron area or aircraft parking and storage area in a careless or negligent manner or in disregard of the right and safety of others, or without due caution and circumspection, or at a speed or in a manner which endangers unreasonably, persons or property, or while the pilot, or other person aboard controlling any part of the operation thereof, is under the influence of intoxicating liquor, or any narcotic or habit forming drug, or if such aircraft is so constructed, equipped or loaded as to endanger unreasonably persons or property.
- (8) No aircraft shall be parked except on a ramp or apron area or other area specifically approved by the Executive Director; and all parked aircraft must be properly listed.
- (9) Aircraft dump valves of any kind shall be tested in areas designated for that purpose by the Executive Director.
- (10) The pilot or operator of non-tenant or general aviation aircraft landing at the Airport shall register at the check-in area designated by the Executive Director immediately after landing; he shall also check out at such area immediately before departure.
- (11) No person shall park, store, service or repair an aircraft or leave the same standing in a landing area, ramp or apron area, or aircraft parking and storage area at the Airport, except at such places as may be prescribed or permitted by the Executive Director.

(12) All aircraft which are being taxied, towed or otherwise moved at the Airport shall be under full control and move or be moved at a reasonable speed. Whenever any aircraft is being taxied, towed or otherwise moved on the landing area, ramp and apron area, or aircraft parking and storage area, there shall be a person attending the controls of the aircraft who shall monitor by radio the transmitting frequency in use by the Control Tower. In the event the aircraft is not equipped with radio or the radio is inoperative, the persons moving the aircraft shall obtain vehicular radio guidance or obtain prior approval from the Control Tower for visual means of communication.

(13) All aircraft being taxied, towed or otherwise moved at the Airport shall proceed with running lights on during the hours between sunset and sunrise, and during periods of reduced visibility.

(14) No aircraft shall be taxied in or out of a hangar under its own power.

(15) Helicopters shall not be taxied, towed, or otherwise moved with rotors turning at the Airport unless there is a clear area of at least 50 feet from the outer tip of each rotor. No helicopter shall be operated within 200 feet of any areas on the Airport where unsecured light aircraft are parked, unless authorized by ATC.

(16) No aircraft shall be started, run-up, or taxied at the Airport where the jet exhaust blast or propeller slipstream may cause injury to persons or damage to property. If it is impossible to start or taxi such aircraft without compliance with the above then the engines must be shut off and aircraft towed to desired destination.

(17) No aircraft shall be taxied, started or run at the Airport unless a certified pilot certified to operate that particular type of aircraft or a certified mechanic qualified to start and run the engines of that particular type of aircraft shall be attending the controls. Wheel blocks shall always be placed at the front and rear of each main landing wheel and the brakes shall be locked before the engines are started except in cases where in the opinion of the Executive Director other procedures are equally safe. In the case of helicopters, only a certified helicopter pilot shall attend to the controls.

(18) No person shall start any reciprocating aircraft engine of over 500 hp unless there is a qualified attendant standing by outside the aircraft with a 15 pound or larger fire extinguisher of approved type.

(19) Aircraft shall be started and warmed up on the Airport only in places designated for such purposes by the Executive Director.

(20) No jet or turbo-prop aircraft engine shall be run-up except on warmup pads or in other areas authorized by the Executive Director.

(21) In the event of spillage or dripping of fuel, oil, grease, or any other material which may be unsightly or detrimental to the pavement in any area of the Airport, the same shall be removed immediately. The responsibility for the immediate removal of such fuel, oil, grease, or other material shall be assumed by the operator of the equipment causing the same or by the tenant or concessionaire responsible for the deposit thereof on the pavement.

(22) Except upon leased premises, the cleaning of or otherwise maintaining aircraft shall be accomplished in areas designated for that purpose by the Executive Director.

(23) All arriving aircraft whose destination is the International Terminal Ramp at Logan must obtain a gate assignment from the International Ramp Control on designated frequency before leaving the inner taxiway and entering the ramp area.

(24) All aircraft operators are expressly prohibited from providing any commercial services to any other aircraft operator unless approved in writing by the Executive Director. No aircraft operator shall be permitted to obtain commercial services except from concessionaires licensed by the Authority, or unless otherwise authorized by the Authority.

(25) Fixed base operators shall be required to escort itinerant aircraft to their designated parking areas.