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CHAPTER 2. GROUND CONTROL

Section 1: Introduction

Ground Control's job is to monitor and control general surveillance of the airport movement area, and also aids the local controller in scanning the active runways. If the Clearance Delivery position is not staffed, GND issues IFR and VFR clearances. Ground Control also coordinates with TWR to receive aircraft exiting active runways and to handoff departures for takeoff clearance.

Section 2: Overview

a. A ground controller must become familiar with all available documents to ensure safe and efficient ground operations of aircraft moving in the movement area(s). These documents include:

- (1) KBOS Airport Diagram Chart
- (2) Preferred Taxi Routes
- (3) Standard Operating Procedures
- (4) Sector file

A ground controller must recognize the active runways, and quickly determine the most efficient way to taxi various aircraft to the active runway(s). Each ground controller shall refer to and use the [Preferred Taxi Routes](#) as long as practicable to ensure a safe and efficient taxi to the active runway. The ground controller must also coordinate with tower [or local] controller to determine where departing aircraft shall be handed off.

Section 3: Taxiing Aircraft

a. After an IFR or VFR departure has been given clearance, the pilot will contact the ground controller for pushback and start-up. The following is the proper phraseology for such clearance:

- (1) *"Delta two eleven, Pushback and start-up approved. Advise this frequency ready to taxi with information Sierra."*

After these two tasks are complete, the aircraft will then request taxi clearance. The pilot requesting taxi clearance should receive the ATIS information set by the ground controller. If a pilot does not advise on his initial contact with Clearance Delivery that he has the specific ATIS, advise the pilot which ATIS code is current. If the pilot still does not obtain this information, include the winds and/or altimeter setting in the taxi clearance. The following is the proper phraseology for a normal taxi clearance:

(2) *"Delta two eleven, runway niner, taxi via Kilo, Sierra."*

If a ground controller includes a hold short instruction in the taxi clearance, the following clearance may look similar to the following:

(3) *"Delta two eleven, runway two seven, taxi via Kilo, Charlie, Delta. Hold short of runway three three left."*

In this clearance, which contains a hold short instruction, the pilot **is required to** read back the hold short instruction. If a pilot does not read back such an instruction, the ground controller must ensure the hold short clearance is read back.

Note: Turbo-jet aircraft shall not be taxied to runway 4L for departure. This is for noise abatement and explained in the Tower SOP.

Section 4: Coordinating with Tower

a. A ground controller must maintain clear communication with the tower controller to ensure safe operation. This communication shall be used to coordinate (but not limited to) the following:

(1) Point of handoff – Location where outbound taxiing aircraft shall be handed off to the tower controller (either moving or holding short of a runway or taxiway).

I. The Transfer of Control Point (TCP) between Boston Tower and Boston Ground is the **terminal side of the closest active runway** unless otherwise stated by the tower controller.

(2) VFR departure requests

(3) Other unusual requests

Section 5: Runway configurations

a. Below are the three most common runway configurations:

(1) Land: 4R / 4L, Depart: 9

- I. Taxi jet aircraft to runway 9. Taxi props to runway 4L.
- II. If the pilot of a heavy aircraft requests 4R, coordinate with the tower controller. If approved, taxi such aircraft to runway 4R to hold at the Bravo Hold Point.
- III. Runway 4R may be used for departures for operational reasons if properly coordinated with Tower.

(2) Land: 22L / 27, Depart: 22R

- I. Taxi all aircraft to runway 22R for departure.
- II. Heavy aircraft may be taxied to runway 22L to hold short of runway 22R for operational necessity if coordinated with the tower controller.

(3) Land: 33L, Depart: 27 / 33L

- I. Taxi all aircraft with a departure exit gate of GYLDE, NELIE, LUCOS, FRILL, BOSOX, or DRUNK to runway 27 for departure.
- II. Taxi all aircraft with a departure exit gate of MHT, ENE, EXALT, or CANAL to runway 33L for departure.

Aircraft may request a runway that is not active. If conditions allow, a ground controller may taxi aircraft to an inactive runway for departure if properly coordinated with the Tower controller and Approach.

Section 6: Sequencing Ground Movements

a. Sequence aircraft taxiing to active runway(s) to maximize operations and minimize wake turbulence delays.

For example, if a B738 (Large, turbo-jet) and B190 (Small, multi, non-jet) both request taxi clearance, instruct the B738 to taxi behind the B190 to the departure runway. By taxiing the B190 to the runway first will greatly minimize the delays that would be induced by taxiing and departing the B738 first. A more detailed explanation to this is found in the Tower SOP, Separation Requirements.

Section 7: Handling Ground Movements

a. Many instructions may be issued to aircraft taxiing on the ground. These instructions may be issued to help controllers manage and coordinate traffic taxiing to and from active runways.

- (1) **“Hold short”** – Instructs an aircraft to hold short of a runway, taxiway, or other movement area.
- (2) **“Hold position”** – Instructs an aircraft to stop all movement. Permission to **“continue taxi”** shall be issued when the aircraft may begin taxiing again.
- (3) **“Give way”** – Instructs an aircraft to give way to another aircraft or vehicle on a taxiway, runway, or other movement area.
- (4) **“Follow...”** – Instructs an aircraft to follow another aircraft or vehicle to a runway or destination on the airport.

b. **Progressive taxi instructions** may be requested by newer pilots or those who are unfamiliar with the taxiway and runway layout at Boston. A ground controller shall always accommodate these requests except in abnormal situations.

Progressive taxi phraseology may be more informal than a normal taxi instruction to ensure clear communication. A controller shall issue simple instructions and if necessary, issue taxi instructions with cardinal directions to aid a pilot to the departure runway, or destination on the airport. A ground controller may also have an aircraft follow another to a runway or destination on the airport to aid a pilot.

[Listen to Boston Ground / Boston Clearance issue instructions in real time.](#)

Listen to the following clips of real Boston Ground Control issue taxi instructions: [Pilots are Dumb](#) and [Falcon 2SK](#).