

740 CMR: MASSACHUSETTS PORT AUTHORITY

740 CMR 21.00: BOSTON-LOGAN INTERATIONAL AIRPORT, LAURENCE G. HANSCOM FIELD, AND WORCESTER REGIONAL AIRPORT - GENERAL PROVISIONS

Section

- 21.01: Definitions
- 21.02: Compliance
- 21.03: Restricted Areas
- 21.04: Commercial Activity, Soliciting, Advertising, Rights of Free Speech
- 21.05: Use of Airport Facilities
- 21.06: Conduct
- 21.08: Report of Accidents
- 21.09: Preservation of Property
- 21.13: *Prima Facie* Evidence
- 21.21: Aircraft Operations: General
- 21.22: Aircraft Equipment Requirements
- 21.23: Aircraft Operational Safety Requirements
- 21.24: Aircraft Fees
- 21.25: Moving of Aircraft and Equipment
- 21.26: Disabled Aircraft
- 21.27: Accidents
- 21.28: Authority to Prohibit Operations
- 21.51: Vehicle Operations: General
- 21.52: Vehicular Operation on Airport Highways or Vehicular Parking and Storage Areas
- 21.61: Fire Prevention and Safety: General
- 21.62: Safety and Fire Prevention Requirements
- 21.63: Housekeeping Practices
- 21.64: Fuel Transfer Handling
- 21.65: Spill Prevention and Control
- 21.71: Oil Pollution Control
- 21.99: Penalties for Violation
- 21.100: Appendices

21.01: Definitions

In 740 CMR 21.00 through 26.99, the following terms shall have the meanings hereinafter provided and shall apply to Boston Logan International Airport, 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.

21.01: continued

Airport - shall mean the land and developments owned, controlled, operated and maintained by the Authority at Boston Logan International Airport in East Boston, L.G. Hanscom Field in Bedford, 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, Hanscom Field, or Worcester Regional Airport.

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

21.01: continued

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 assigned to duty at Logan International Airport, Laurence G. Hanscom Field, or Worcester Regional Airport, or Massport employees designated and warranted as special police.

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.

21.01: continued

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.

21.02: Compliance

Any permission granted by the Executive Director, directly or indirectly, expressly or by implication, to any person or persons to enter upon or use the Airport or any part thereof (including aircraft operators, crew members, passengers, spectators, sightseers, pleasure and commercial vehicles, officers and employees of airlines, lessees and other persons occupying space at such Airport, persons doing business with the Authority or Executive Director, its lessees, sublessees and permittees and all other persons whatsoever, whether or not of the type indicated) is conditioned upon compliance with 740 CMR 21.00 and entry upon or into the Airport by any person shall be deemed to constitute an agreement by such person to comply with 740 CMR 21.00; provided, however, that unless provision is made in a lease or permit for application of 740 CMR 21.00 to the leased premises, 740 CMR 21.00 shall not apply to such leased premises.

21.03: Restricted Areas

All areas of the Airport except those areas open to the public are restricted; no person shall enter the Aerodrome, Customs, Immigration or Public Health areas, other areas under the jurisdiction of the United States Government, any private offices, hangars, maintenance areas, landing areas, ramp and apron areas or other restricted areas on the Airport posted as being closed to the public except:

- (1) Persons assigned to duty or having official business therein.
- (2) Authorized representatives of the Authority or Executive Director.
- (3) Authorized representatives of the United States Government.
- (4) Persons having prior permission of the Executive Director.
- (5) Passengers, under appropriate supervision, entering upon the ramp and apron areas for purposes of embarkation or debarkation.

21.04: Commercial Activity, Soliciting, Advertising, Rights of Free Speech

(1) No person, unless duly authorized by the Executive Director, shall in or upon any area of the Airport, including but not limited to any lobby, sidewalk, stairway, roadway, Airport highway, or any other appurtenance of the Airport:

- (a) Sell, or offer for sale any article of merchandise.
- (b) Carry on any commercial activity or conduct operations of a commercial nature.
- (c) Solicit any business or trade.
- (d) Solicit alms or funds for any purpose.
- (e) Post, distribute or display signs, advertisements, circulars, printed or written matter.

(2) Persons applying for permission or authorization to display signs or distribute circulars, leaflets or other printed or written matter or otherwise to act in a manner not in conformity with the preceding, shall, if it is established to the reasonable satisfaction of the Executive Director or his designee that such activity is in the exercise of a constitutionally protected right, be granted such permission or authorization subject to conditions and limitations reasonably imposed for the safety of the applicants and the safe, proper and normal functioning of the Airport and the orderly flow of the traveling public at the Airport.

21.05: Use of Airport Facilities

(1) No person shall travel on any portion of the Airport, except upon the roads, walks, or places provided for the particular class of traffic; nor occupy the roads or walks in such manner as to hinder or obstruct their proper use.

(2) No person shall place, discharge or deposit in any manner, garbage, or any refuse in or upon any landing area, ramp and apron area, aircraft parking and storage area or any public building area on the Airport except in receptacles provided for that purpose.

(3) No person shall enter any building, loading pier or observation platform nor shall they enter upon the landing areas, ramp or apron areas or aircraft parking or storage areas of the Airport with a dog or other animal except a "seeing eye" dog or one properly confined for shipment. Dogs or other animals may be permitted in other public areas of the Airport if on a leash or confined in such a manner as to be under positive control.

(4) Passengers shall not be permitted to enplane or deplane except in the presence of authorized airline, fixed base operator or aviation service operator personnel.

(5) Unless otherwise provided in a lease or other agreement, no person shall use any area of the Airport for storage of cargo or property without permission of the Executive Director. If, notwithstanding the above prohibition, a person uses such areas for storage as aforesaid, without first obtaining such permission, then the Executive Director shall have the authority to order the cargo or other property removed.

(6) Heater valves, hydrants, sprinkler valves and devices, blower motors or any other airport machinery or equipment shall not be tampered with at any time. No person, other than an authorized Airport employee, shall be permitted to operate such devices, machinery or equipment.

(7) Any person or persons using the Airport, including but in no way limited to employees as well as passengers, customers or patrons of any of the lessees of the Authority at the Airport, shall refrain from doing any act or acts which shall in any way impair, hinder or otherwise render less effective either the air conditioning or heating system at the Airport.

(a) What act or acts shall impair, hinder or otherwise render less effective either said air conditioning or heating system at the Airport, within the meaning of 740 CMR 21.05(6) shall be determined in the sole discretion of the Authority.

(b) The Executive Director is herewith empowered to implement 740 CMR 21.05(7) by means of Executive Director's Memoranda which when issued shall interpret and apply 740 CMR 21.00 and have the same force and effect as if the same were specifically provided for herein.

21.05: continued

(c) Without limiting the generality of 740 CMR 21.05(7) and in addition to any act or acts which the Authority shall in its sole discretion determine impair, hinder or otherwise render less effective either said air conditioning or heating system at the Airport, and such directive or directives which the Executive Director might issue in accordance herewith, no person or persons within the meaning of 740 CMR 21.05(7) shall hold open by any device or mechanical means or in any way cause to be held open or left open any door or doors in any building or buildings at the Airport unless authorized in writing to do so by the Authority.

(8) There shall be no distribution at or on the Airport by any person of any promotional customer dividends including but in no way limited to trading stamps unless approved by the Authority in writing. Whether or not a particular item or items constitutes a promotional customer dividend within the meaning of 740 CMR 21.05(8) shall be determined in the sole discretion of the Authority.

(9) Any person coming into possession of lost or abandoned articles of money or personal property shall present said articles to the State Police for safekeeping and disposition in accordance with law.

21.06: Conduct

(1) No person shall, at or upon the Airport, do or omit to do any act if the doing or omission thereof endangers or is likely to endanger person or property.

(2) No person shall loiter in or about any public or non-public area at the Airport.

(3) No person shall commit any disorderly, obscene, indecent or unlawful act, commit any nuisance or abandon any personal property in or about any public or non-public area at the Airport.

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 Police as soon after the accident as possible and before leaving the Airport.

21.09: Preservation of Property

No person shall destroy, injure, deface or disturb, tamper with or attempt to destroy, injure, deface or disturb any building, sign, equipment, fixture, marker or other structure or property on the Airport. No alteration shall be made to any tenant leased or sub-leased area or any public or non-public area in the Airport unless approved in writing by the Executive Director.

21.13: Prima Facie Evidence

Any written citation or notice of violation issued by the Authority with regard to a violation of 740 CMR 21.00 shall be *prima facie* evidence both of the facts contained therein and that the violation was committed by the person to whom the citation or notice of violation was issued.

21.21: Aircraft Operations: General

(1) No person shall navigate any aircraft, land aircraft upon, fly aircraft from or conduct any aircraft operation on or from the Airport otherwise than in conformity with the then current Federal Aviation Administration, 702 CMR: *Massachusetts Aeronautics Commission* or 740 CMR 21.00.

(2) The Executive Director shall have complete authority to deny the use of the Airport to any aircraft or pilot violating 740 CMR 21.00 of the Authority, Massachusetts Aeronautics Commission or Federal Aviation Administration, regardless of where such violations occur.

21.22: Aircraft Equipment Requirements

- (1) No aircraft may land or takeoff at the Airport unless it is equipped with brakes and a functioning radio capable of two-way communication with the Control Tower on appropriate frequencies in use, except in the case of an emergency.
- (2) No motorless aircraft may land or be towed for takeoff at the Airport without permission.
- (3) No aircraft may land or takeoff from the Airport unless previous permission for the operation of that particular type has been granted by the Executive Director, except in case of emergency.

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.

21.23: continued

(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.

21.23: continued

(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.

21.24: Aircraft Fees

(1) (a) For the purposes of 740 CMR 21.24(1), the following terms shall have the following meanings:

Certificated air carrier landing operations shall mean all landing operations that are not general aviation landing operations or commuter landing operations.

Commuter landing operations shall mean all landing operations in fixed wing aircraft with a maximum passenger seating capacity of not more than 56 passengers conducted by a scheduled carrier.

(b) No operator shall land or take off or otherwise utilize the public airfield facility for operation of a civil aircraft, as defined in Section 101(17) of the Federal Aviation Act of 1958, as amended, (excluding aircraft involved in medical missions or emergency operations, as determined by the Executive Director) except upon payment of all applicable fees and charges established in 740 CMR 21.00 or otherwise prescribed from time to time by the Authority, which shall include a landing fee.

(c) 1. The landing fee shall be designed to recover the Authority's annual projected costs allocated to the airfield facility, including without limitation, administrative, maintenance, operational and capital expenses. This fee shall consist of two components: an operation fee to recover costs allocable to aircraft operations irrespective of size of the aircraft and a weight-based fee to recover costs allocable to the size of an aircraft on the basis of nominal gross landed weight.

2. The cost categories to be included in the calculation of the operation fee shall be those set forth in Appendix A, and the cost categories to be included in the calculation of the weight-based fee component of the landing fee shall be those set forth in Appendix B. Airfield cost categories that are not assigned to either the operation fee and/or to the weight-based fee shall be defined as "unassigned costs" and shall be those set forth in Appendix C and shall be apportioned to the operation and the weight-based fee components in accordance with the following formula:

$$\begin{array}{l} \text{amount to be assigned} \\ \text{as "weight-based"} \end{array} = \frac{\text{total assigned weight-based costs}}{(\text{total airfield costs}) - (\text{unassigned costs})} \times \text{unassigned costs}$$

and

$$\begin{array}{l} \text{amount to be assigned} \\ \text{as "per-operation"} \end{array} = \frac{\text{total assigned per-operation costs}}{(\text{total airfield cost}) - (\text{unassigned costs})} \times \text{unassigned costs}$$

3. Costs incurred by the Authority that are allocated to the airfield facility following the enactment of 740 CMR 21.00 that do not fall within the categories listed in Appendix A, Appendix B or Appendix C shall be categorized by the Executive Director as "operations", "weight-based" or "unassigned" costs and included in the appropriate Appendix for purposes of calculating the landing fee according to whether such costs are either assignable to aircraft operations irrespective of the size of the aircraft landing operation (in which event such costs shall be deemed listed in Appendix A), assignable to the size of aircraft on the basis of nominal gross landed weight (in which event such costs shall be deemed listed in Appendix B) or not assigned (in which event such costs shall be deemed listed in Appendix C).

21.24: continued

4. Except as otherwise provided in 740 CMR 21.00, the rate for the operation component of the landing fee applicable to each landing shall be calculated by dividing the total of all costs assigned as operation costs pursuant to 740 CMR 21.24(1)(c)2. and 3., by the total number of landing operations projected to be conducted at Boston-Logan for the fiscal year for which the fee is being calculated. Except as otherwise provided in 740 CMR 21.00, the rate for weight-based component of the landing fee per aircraft shall be calculated by dividing the total of all costs assigned as weight-based costs pursuant to 740 CMR 21.24(1)(c)2. and 3., by the total aggregated nominal gross landed weight of all aircraft projected to land at Logan during the fiscal year for which the fee is being calculated (expressed in 1,000 pound units). The total landing fee for each civil aircraft landing operation (excluding aircraft involved in medical missions or emergency operations, as determined by the Executive Director) shall be the sum of the operation fee component and the weight-based fee component calculated by multiplying the rate for the weight-based fee component by the nominal gross landed weight of the landing aircraft (expressed in 1,000 pound units).

5. Effective as of 12.01 A.M., December 28, 1988, the 740 CMR 21.24(1) and 21.24(4) as adopted by separate Resolutions of the Authority on March 16, 1988, are hereby suspended temporarily until further notice in accordance with 740 21.24(6) and the following provision shall be in effect in lieu thereof:

No operator shall land or take off in an aircraft or otherwise utilize the public airfield facility for operation of an aircraft, except upon payment of fees and charges established in 740 CMR 21.00 or otherwise prescribed from time to time by the Authority. Such charges shall include (but not be limited to) a weight-based landing fee payable by each operator using Logan for each landing operation provided that the following minimum landing fee levels shall apply for each such operation:

\$25.00 for fixed wing aircraft, and

\$10.00 for rotary wing aircraft.

6. Upon receipt of a Decision from the reviewing court(s) which in the opinion of the Chief Legal Counsel constitutes a determination that the landing fee structure in 740 CMR 21.24(1) and/or exemption provision in 740 CMR 21.24(4) is/are lawful, the Executive Director is hereby authorized to reinstate 740 CMR 21.24(1) or (4) or both 740 CMR 21.24(1) and (4), as appropriate, upon the provision of no less than seven days notice published in a newspaper of general circulation in the Boston area and to establish appropriate landing fee rates in accordance with 740 CMR 21.24(1).

General aviation landing operations shall mean all landing operations that do not involve transportation for hire or that are air taxi operations (as that term is currently defined in Title 14, § 298 of the Code of Federal Regulations) not conducted pursuant to a schedule published in the Official Airline Guide.

(2) All fees or charges due the Authority for use of landing areas, ramp and apron areas and aircraft parking and storage areas by non-tenant or general aviation aircraft shall be payable in cash, unless credit arrangements satisfactory to the Authority have been made in advance or permission has been secured for payment by check.

(3) The fees or charges prescribed by the Authority for aircraft occupying ramp and apron areas or aircraft parking and storage areas shall constitute an offer by the Authority to extend only the privilege to occupy said space for parking or storage. Said offer shall not include nor shall it imply any offer by or any obligation upon the Authority to exercise any duty toward the care, safekeeping or security of the user's property.

(4) (a) For purposes of 740 CMR 21.24(4), the following terms shall have the following meanings:

Air carrier shall mean an operator conducting commuter operations or certificated air carrier operations as defined in 740 CMR 21.24(1)(a).

Day shall mean a 24 hour period commencing at 6:00 A.M.

21.24: continued

Essential air service hub access operation shall mean a landing at Boston-Logan of a non-stop flight segment from a qualifying market conducted in an aircraft having a maximum passenger seating capacity of not greater than 56 passengers, provided that not more than six such operations per day from each qualifying market shall be designated as essential air service hub access operations.

Qualifying market shall mean an airport from which scheduled commercial passenger air carrier service to Boston-Logan is provided and which meets the following criteria:

1. Boston-Logan is designated as its essential air service hub airport as of March 1, 1988, in accordance with Title 14, Subchapter F, Part 398 of the Code of Federal Regulations, or for which such an essential air service hub airport has not been designated as of March 1, 1988, and for which, in the opinion of the Executive Director, Boston-Logan effectively serves as its only essential air service hub airport;
2. has no more than six scheduled passenger departure operations per day to Boston-Logan; or due to its or current certification cannot permit operation by aircraft of greater than 30 passenger seats, and for which all of the requirements for certification as a Fully Certificated Index A Airport under Title 14, Part 139 of the Code of Federal Regulations will be completed within 12 months;
3. has no scheduled passenger operations to Boston-Logan in jet aircraft;
4. has no more than two air carriers providing scheduled commercial passenger service to Boston-Logan; and
5. is not within a 30 mile radius of Boston-Logan.

Scheduled when referring to an aircraft operation shall mean an operation corresponding and conducted pursuant to a listing published in the Official Airline Guide.

(b) An operator may petition the Executive Director requesting that such scheduled operations as will meet the definitional criteria set forth in 740 CMR 21.24(4)(a) Essential air service hub access operation be designated as essential air service hub access operations, by filing with the Executive Director a petition and appropriate supporting documentation, in a form satisfactory to the Executive Director, identifying the specific scheduled operation(s) for which designation is requested and demonstrating to the reasonable satisfaction of the Executive Director that such operations will meet the definitional criteria set forth in 740 CMR 21.24(4)(a) Essential air service hub access operation during the calendar month for which the petition is filed. A separate petition must be filed for each calendar month during which such operation(s) for which designation is requested will be conducted and must be filed no less than 21 days prior to the first day of such month. The Executive Director may waive this time requirement for good cause shown. The Executive Director shall, as soon as is reasonably practicable after its receipt, grant or deny a petition, in whole or in part, with or without conditions, in accordance with whether or not the operator has demonstrated that the requirements set forth in 740 CMR 21.24(4)(a)

Essential air service hub access operation will be met. The Executive Director may for cause revoke any designations granted hereunder.

(c) An operator that, during any calendar month, has conducted one or more approved essential air service hub access operations designated pursuant to 740 CMR 21.24(4)(b), may be required to file with the Authority within 14 days from the last day of such calendar month, in a form satisfactory to the Executive Director, a report for that month identifying with specificity all landing operations conducted at Logan during that month including for each operation: origination point, flight number, date, time, aircraft type and landed weight. The reports shall include a statement setting forth any variance between the operations as described in the petition filed pursuant to 740 CMR 21.24(4)(b) for the month being reported and the operations actually conducted during that month. Any material variance, whether or not reported by the operator, or failure by the operator to file a report as required by this section shall be cause for the retroactive revocation by the Executive Director of any or all designations granted to operator for the reporting calendar month.

21.24: continued

(d) Designation as an essential air service hub access operation shall reduce the operation fee component of the landing fee, payable for that operation by the operator, from the level established for such component in accordance with 740 CMR 21.24(1)(c)4. to \$25.00. The operator shall also pay the weight-based component of the landing fee established in accordance with 740 CMR 21.24(1)(c)4., without regard to such designation.

(e) The projected reduction in the operation fee component granted for designated essential air service hub access operations pursuant to 740 CMR 21.24(4)(d) shall be assigned to the weight-based component of the landing fee applicable to all civil aircraft operations, except general aviation operations as defined in 740 CMR 21.24(1)(a) General aviation landing operations.

21.25: Moving of Aircraft and Equipment

If posing an operational problem or in order to facilitate snow removal, sweeping operations or other necessary maintenance functions, and at the direction of the Executive Director, the pilot or operator of any aircraft and the owner of any aircraft servicing equipment parked or stored at the Airport shall move said aircraft or equipment from the place where it is parked or stored to any other designated place at the Airport; if the pilot or operator refuses to promptly comply with such direction, the Executive Director may tow or remove said aircraft or equipment to such designated place, and at the pilot's or operator's expense and without liability for damage which may result in the course of such moving.

21.26: Disabled Aircraft

(1) The pilot or operator thereof shall be responsible for the prompt disposal of wrecked or disabled aircraft and parts at the direction of the Executive Director; in the event of his failure to comply, wrecked or disabled aircraft and parts may be removed by the Executive Director at the operator's and/or owner's expense and without liability for damage which may result in the course of such removal.

(2) In order to restore flight service, the Executive Director or his agent may remove damaged or disabled aircraft from the landing areas or ramp and apron areas of the Airport at the expense of the operator and/or owner and without liability for damage which may result in the course of such removal.

21.27: Accidents

The pilot or operator of any aircraft involved in any accident causing personal injury or property damage at the Airport shall make a prompt and full report of said accident to the Authority Operations Office or an authorized representative of the Executive Director.

21.28: Authority to Prohibit Operations

Except for emergency landings, the Executive Director may prohibit aircraft landings and takeoffs at any time and under any circumstances which he deems likely to endanger persons or property.

(21.29 through 21.50: Reserved)

21.51: Vehicle Operations: General

(1) No motor vehicle shall be permitted upon the Airport unless it shall be in sound mechanical order, shall have adequate headlights, horn and brakes and clear vision from the driver's seat. Trailers and semi-trailers shall not be permitted upon the Airport unless they are equipped with reflector buttons placed upon the rear of such vehicles and unless they shall be equipped with proper brakes so that when disengaged from a towing vehicle, neither aircraft propeller blast nor wind will cause them to become free-rolling. Positive locking couplings will be required for all towed equipment.

21.51: continued

- (2) No vehicle shall be operated on the Airport if such vehicle is so constructed, equipped, or loaded as to endanger or to be likely to endanger persons or property.
- (3) No persons shall operate a motor vehicle on areas of the Airport to which the public have access unless said vehicle is properly registered in accordance with the laws of the Commonwealth of Massachusetts.
- (4) No vehicle shall be permitted to operate upon any area of the Airport to which the public does not have a right of access unless, and until, such vehicle shall have been inspected, by or under the authority of the Executive Director, and a permit with assigned number issued to the operator thereof. The inspection of the vehicle shall not relieve the operator thereof of the duty to comply with any requirements imposed by law or by 740 CMR 21.51.
- (5) No person shall drive a motor vehicle anywhere upon the Airport without a regular motor vehicle operator's or chauffeur's license issued by a State Registry of Motor Vehicles permitting the driving by such persons of the particular type of vehicle driven.
- (6) No person shall operate a vehicle on the Airport in a careless or negligent manner, or in disregard of the rights and safety of others, or without due caution or circumspection or at a speed or in a manner which endangers or is likely to endanger persons or property, or while the operator thereof is under the influence of intoxicating liquor, or any narcotic or habit-forming drug.
- (7) No vehicle which, in the opinion of the Executive Director, is dangerous to persons or property, or is likely to obstruct traffic, shall be permitted upon the Airport.
- (8) No person shall park a vehicle or leave same standing on any Airport highway or vehicular parking and storage area, except at such places and for such periods of time as may be prescribed or permitted by the Executive Director.
- (9) Motor vehicles on the Airport shall be operated in strict compliance with speed limits prescribed by the Executive Director, as indicated by posted traffic signs, and in no case in excess of 30 miles per hour, except fire, police and other emergency vehicles in case of emergency.
- (10) The Executive Director may remove by towing or other means from any area of the Airport, at the owner's expense, any vehicle which is disabled, abandoned, parked in violation of 740 CMR 21.51, or which presents an operational problem, including towing and parking charges and without liability for damage which may result in the course of such moving.
- (11) The driver of any vehicle involved in an accident on the Airport which results in injury or death to any person or damage to any property shall immediately stop such vehicle at the scene of the accident, and give his name, address, and operator's license and registration number to the person injured or to any officer or witness to the accident. The operator of such vehicle shall before leaving the Airport give a full report of the accident to the police.

21.52: Vehicular Operation on Airport Highways or Vehicular Parking and Storage Areas

- (1) The operator of a vehicle on such areas (Airport highways or vehicular parking and storage areas) at the Airport must at all times comply with any lawful order, signal or direction of an authorized representative of the Executive Director. When traffic upon such highways or areas is controlled by traffic lights, signs, pavement markings or by mechanical or electrical signals such lights, signs, markings and signals shall be obeyed, unless an authorized representative of the Executive Director directs otherwise.
- (2) No person shall stop or park a vehicle or cause a vehicle to be stopped or parked:
 - (a) In front of a driveway.
 - (b) Within a bus stop, safety zone, limousine or taxicab zone or other prohibited area except vehicles authorized to use such areas.

21.52: continued

(c) In buildings or areas other than those designated for the purpose of washing, greasing or repairing a vehicle, except repairs necessitated by an emergency, and except those vehicles temporarily parked or stopped in the course of actively performing authorized and essential airline functions.

(d) On the roadway side of any stopped or parked vehicle (double parking).

(e) Within a radius of 20 feet of a fire hydrant.

(f) Other than in accordance with restrictions posted on authorized signs or indicated by painted markings on pavements or curbs.

(3) No person shall park a vehicle within any vehicular parking and storage area except upon the payment of such parking tariff or charge as may from time to time be prescribed by the Authority. No person shall refuse to pay or evade or attempt to evade the payment of such tariffs or charges.

(4) No person shall park a vehicle in any area designated "For Employee Parking Only" unless such person has obtained authorization for such parking from the Manager and can produce valid evidence of such authorization.

(21.53 through 21.60: Reserved)

21.61: Fire Prevention and Safety: General

(1) The 740 CMR 21.61 pertaining to safety and fire prevention as promulgated by the Authority shall be implemented and enforced by the Executive Director.

(2) During the course of actual incidents on the Airport, involving fire or threat of fire which may endanger life or property, the Fire Controlman shall be in charge of fire prevention, fire fighting and rescue operations.

(3) All rules, regulations and recommended practices pertaining to safety and fire prevention contained in the National Fire Codes published by the National Fire Protection Association or promulgated by the National Board of Fire Underwriters and Fire Insurance Underwriters shall be observed, whether or not specifically provided herein.

21.62: Safety and Fire Prevention Requirements

(1) No person in or upon the Airport shall do or omit to do any act if the doing or omission thereof endangers unreasonably or is likely to endanger unreasonably persons or property.

(2) All persons at the Airport shall exercise the utmost care to guard against injury to persons or property by fire or otherwise.

(3) Detected fire, or safety hazards, shall be immediately reported to the Fire Controlman.

(4) No person shall smoke or carry lighted cigars, cigarettes, pipes, matches or any naked flame in or upon any fuel storage area, landing area, ramp or apron area, aircraft parking and storage area, or any open deck, gallery or balcony contiguous to and overlooking any such area, in any other place where smoking is specifically prohibited by signs, upon any open space within 50 feet of any fuel servicing vehicle which is not in motion, or other place at the Airport under such circumstances as may or might be likely to endanger persons or property.

21.62: continued

(5) No person shall conduct any open flame operations, operate an acetylene torch, electric arc or similar flame or spark producing device on any part of the Airport except in areas within leased premises designated for such use by the Executive Director, without first obtaining permission in writing from the Executive Director, who may require that a permit be obtained. No such permit will be issued for such operations within an aircraft hangar or within any fuel storage area or fuel parking area, unless the work is required for the repair and maintenance of said hangars or areas. Should the Fire Controlman deem a "fire guard" to be necessary, such shall be provided by and at the expense of the agency responsible for the existence of the fire hazard.

(6) No person shall, without prior permission of the Executive Director, keep, transport, handle or store at, in or upon the Airport any cargo of explosives or other dangerous articles which are barred from loading in or transportation by civil aircraft in the United States under the current provisions of Part 103 of the Federal Air Regulations promulgated by the Federal Aviation Administration. Any waiver of such regulations or of any part thereof by the Federal Aviation Administration or by any other competent authority shall not constitute or be construed to constitute a waiver of this rule or an implied permission to keep, transport, handle or store such explosives or other dangerous articles at, or upon an air terminal. Advance notice of at least 24 hours shall be given the Executive Director to permit full investigation and clearance of any operation requiring a waiver of 740 CMR 21.62(6).

(7) No person shall at any time store, keep, handle, use or transport at, in, or upon the Airport any article employing atomic fission or radioactive force.

(8) No person shall store, keep, handle, use, dispense or transport at, in, or upon the Airport any Class A or Class B explosives as defined in the Interstate Commerce Commission regulations for transportation of explosives and other dangerous articles, dynamite, nitroglycerine, black powder, fireworks, blasting caps, or other explosives, gasoline, alcohol, ether, liquid shellac, kerosene, turpentine, formaldehyde, or other flammable or combustible liquids, ammonium nitrate, sodium chlorate, wet hemp, powered metallic magnesium nitrocellulose film, peroxides, or other readily inflammable solids or oxidizing materials, hydrochloric acid, sulfuric acid or other corrosive liquids, prussic acid, phosgene, arsenic, carbolic acid, potassium cyanide, tear gas, lewisite or any Class A poisons (as defined in the Interstate Commerce Commission regulations for transportation of explosives and other dangerous articles), or any other poisonous substances, liquids or gas, or any compressed gas, or any radioactive article, substance or material, at such time or place or in such manner or condition as to endanger unreasonably persons or property. The Executive Director may require that a permit for the storage of all such materials be obtained from the Authority, to be conspicuously posted at each location and subject to annual inspection and renewal. Materials normally stored on and for the operational use of an aircraft shall be exempt from the provisions of 740 CMR 21.62(8).

(9) The heating of engines at the Airport shall be done only by the use of steam, hot water, hot air or approved electric heaters.

(10) Aircraft shall be parked on ramp and apron areas so as to permit free access of fire apparatus to all sides of the aircraft at any time.

(11) No aircraft, vehicles, mobile equipment, power units, ramps or associated equipment shall be located so as to prevent free access to and the normal use of gates, doors or passageways nor within a radius of 20 feet of any fire hydrant.

(12) Fire extinguisher equipment at the Airport shall not be tampered with at any time or used for any purpose other than firefighting or fire prevention. All such equipment shall be inspected in conformity with the National Board of Fire Underwriters' regulations. Tags showing the date of the last such inspection shall be left attached to each unit.

(13) The lessee of a building equipped with sprinkler systems shall assign qualified employees to make inspections once each month of the systems to insure their inservice status.

21.63: Housekeeping Practices

- (1) Highly inflammable, volatile liquids or solutions shall not be used for cleaning purposes.
- (2) No person shall use volatile liquids for cleaning purposes unless such cleaning operations are conducted in an outside and remote area, or in a room or building specifically set aside for such operations, which room or building shall be properly ventilated, fireproofed and equipped with adequate readily accessible fire extinguishing apparatus in accordance with the rules of the National Board of Fire Underwriters.
- (3) Discarded inflammable liquids shall be properly contained and labeled as may be required and shall be removed by the lessee from the Airport each day.
- (4) Lessees of hangars or other aircraft servicing or maintenance buildings, terminal buildings or ramps and apron areas shall provide suitable metal receptacle with self-closing lids for the storage of oily wastes, rags and all other combustible rubbish or trash. All such materials shall be disposed of by the lessee off of the Airport each day.
- (5) All lessees on the Airport shall keep the floors of hangars or other building or ramp and apron areas free and clear of oil, grease and other inflammable materials. The floors of hangars and other buildings and ramps and apron areas shall be cleaned daily and kept free of rags, waste material or other trash.
- (6) Any person causing overflow or spillage of any petro-chemical, oil or grease on any apron area shall be responsible for cleaning such area.
- (7) No petroleum or petro-chemical products or objectionable industrial waste matter shall be dumped or be permitted to drain into drainage ditches, gutters, bodies of water or into sewer systems or storm drains.

21.64: Fuel Transfer Handling

- (1) All fuel farm operators must submit to the Executive Director a copy of their Certified Spill Prevention Control and Countermeasure Plan no later than 60 days after commencing fuel farm operations.
- (2) All fuel transfer handling shall be done out of doors. All aircraft shall be positioned so that the vents and fill openings of their fuel tanks are not less than 50 feet from the terminal or any other building.
- (3) All fuel servicing vehicles and equipment used in the transfer of engine-operating fuels shall be maintained in a safe operating condition and shall be inspected daily by authorized and qualified personnel. Individual records of such inspections shall be maintained and readily available on each unit. The record will indicate identity of units, dates and extent of the inspections, the name of the inspector and the company he represents.
- (4) During fuel transfer handling in connection with any aircraft, no person shall operate any radio transmitter or receiver in such aircraft, or switch electrical appliances on or off in such aircraft, nor shall any person do any act or use any material which is likely to cause a spark within 50 feet of such aircraft.
- (5) All fuel transfer handling operations performed in connection with any aircraft at the Airport shall be conducted in compliance with all applicable grounding and/or bonding requirements of the 1996 Edition of National Fire Protection Association (NFPA) Standard 407.

21.64: continued

(6) During fuel transfer handling in connection with any aircraft, no passenger or passengers shall be permitted to remain in such aircraft unless a cabin attendant is at the door and a passenger ramp is in position if the same is required for the safe and rapid debarkation of passengers. Smoking is prohibited in or about such aircraft during fuel transfer handling. Only personnel engaged in the fuel transfer handling or in the maintenance and operation of the aircraft being fueled or defueled shall be permitted within 50 feet of the fuel tanks of such aircraft during the fuel transfer handling operations.

(7) No airborne radar equipment shall be operated or ground tested on the ramp and apron areas or any area wherein the directional beam of high radar is within 300 feet or the low intensity beam (less than 10 KW output) is within 100 feet of another aircraft, an aircraft fuel transfer handling operation, an aircraft fuel servicing vehicle or aircraft fuel or flammable liquid storage facility. The parking brakes of fuel servicing vehicles shall be set in the wheel lock position prior to and during fuel transfer operations and remain so until all connections have been disengaged.

(8) During the transfer handling operations in connection with any aircraft at the Airport, at least two CO₂ fire extinguishers (20 lbs. or larger) or other type fire extinguisher acceptable to the Executive Director and two 50 pound bags of oil absorbent material such as speedi-dri shall be immediately available for use in connection therewith.

(9) No person shall start the engine or engines of any aircraft when there is gasoline or any type of fuel on the ground under the aircraft. In the event of spillage of gasoline or any type of fuel, no person shall start an aircraft engine in the area in which the spillage occurred, until permission has been granted for the starting of engines in the area by the Fire Controlman.

(10) Fuel transfer handling is prohibited while the engine of the aircraft being fueled or defueled is running or is being heated. Fuel shall be delivered or drained through hose and connections approved by the National Board of Fire Underwriters.

(11) Persons engaged in aircraft fuel transfer handling shall exercise every precaution to prevent overflow of fuel.

(12) The transfer of bulk aircraft or commercial fuel from one fuel servicing vehicle into another is prohibited within the boundaries of the Airport.

(13) Fuel transfer handling operations shall be conducted only in such areas authorized for this purpose by the Executive Director and never within 50 feet of any building. Fuel transfer handling operations shall not be conducted unless fully trained and qualified employees are available, one of whom must be stationed at all times immediately adjacent to the fuel servicing vehicle in use.

(14) Fuel-servicing shall be parked only in locations approved and designated by the Authority and with spacing between fuel-servicing vehicles in compliance with the 1996 Edition of National Fire Protection Association (NFPA) Standard 407. At no time shall a fuel-servicing vehicle be parked within 50 feet of any building.

21.65: Spill Prevention and Control

(1) Immediate action must be taken by the person responsible for any fuel spillage to prevent said fuel spillage from entering into drainage ditches, gutters, bodies of water, or into sewer systems or storm drains of the Airport.

(2) Any person or agency causing any fuel spillage during fuel transfer operations or otherwise, shall be responsible for all consequences arising therefrom.

740 CMR: MASSACHUSETTS PORT AUTHORITY

21.65: continued

(3) Persons responsible for large fuel spillage (six feet or more in diameter) shall immediately notify or cause to be notified with the least delay, the Emergency Crew Headquarters. Upon notification, corrective action will be immediately initiated at the discretion of the Fire Controlman and at the expense of the responsible person or agency.

(4) Conditions within large fuel spill areas shall be left undisturbed (except as required above by 740 CMR 21.65(1)) pending the arrival of the Airport Emergency Crew.

(5) Persons responsible for small fuel spillage (less than six feet in diameter) shall cause a fire guard to be posted and the spill to be promptly cleaned up using techniques recommended by the National Fire Protective Association.

(6) No person shall proceed with any operation which is likely to result in fuel spillage without prior approval of the Fire Controlman.

21.71: Oil Pollution Control

(1) The provisions of 740 CMR 21.61 through 21.65 in their entirety are hereby declared to be applicable and controlling also for the specific purposes of the prevention of water pollution by petrochemical products of any type at Logan Airport.

(2) Further, the following additional rules and regulations shall apply:

(a) All applicable laws of the Commonwealth of Massachusetts shall be enforced in the manner provided by law.

(b) All applicable federal, state and municipal environmental laws and regulations shall be fully complied with by all persons subject to 740 CMR 21.00.

(c) All rules and regulations herein contained shall be enforced by the Executive Director or his authorized representative.

(d) The Executive Director shall, at his discretion, have the authority to expel from the Airport and to deny any person re-entry thereon who violates any provision of 740 CMR 21.00.

21.99: Penalties for Violation

(1) For violations of 740 CMR 21.02 through 21.09

(a) First offense: warning or fine not to exceed \$50.00.

(b) Second offense within 12 months of first offense: \$50.00 to \$150.00.

(c) Third or any subsequent offense within 12 months of first offense: \$150.00 to \$250.00.

(2) For each violation of 740 CMR 21.10 or 740 CMR 21.11, the following penalties may be imposed:

(a) A fine of not more than \$2,000; and/or

(b) Suspension of and/or disqualification for Identification Media or for sponsorship of Identification Media for such time as the Authority's Director of Aviation may deem appropriate; and/or

(c) Suspension or revocation of any or all privileges to perform aviation or commercial services at the Airport for such period of time as the Authority's Director of Aviation may deem appropriate; and/or

(d) Criminal prosecution.

(3) For violations of 740 CMR 21.21 through 21.28

(a) First offense: warning or fine not to exceed \$100.00.

(b) Second offense within 12 months of first offense: \$100.00 to \$250.00.

(c) Third or any subsequent offense within 12 months of first offense: \$250.00 to \$500.00.

(4) For violations of 740 CMR 21.51 through 21.52

(a) Non-Parking Violations:

1. First offense: warning or fine not to exceed \$50.00.

2. Second offense within 12 months of first offense: \$50.00 to \$150.00.

3. Third offense within 12 months of first offense: \$150.00 to \$250.00.

740 CMR: MASSACHUSETTS PORT AUTHORITY

21.99: continued

(b) Parking Violations.

<u>Code No.</u>	<u>Violation</u>	<u>Fine</u>
40	Hydrant	\$75.00
41	Fire Lane	50.00
42	Safety Lane	50.00
43	Crosswalk	25.00
44	Obstructing Public Transportation	25.00
45	Double Parking	25.00
46	Weather Emergency	20.00
47	Street Cleaning	20.00
48	Within Intersection	25.00
49	Restricted - No Parking	25.00
50	Over 1 ft. From Curb	20.00
51	Wrong Direction	20.00
52	Center Strip or Island	20.00
53	Within 20 ft. of Intersection	20.00
54	Bus Stop	25.00
55	No Angle Parking	20.00
56	Angle Parking Only	25.00
57	Taxi Cab Stand	25.00
58	Loading Zone	25.00
59	Bridge or Viaduct	25.00
60	Sidewalk	25.00
61	Driveway	20.00
62	Meter Unpaid	25.00
63	Not in Metered Space	25.00
64	Meter Overtime	20.00
65	Posted Restriction/Special Event	25.00
66	No Stopping	25.00
67	Limousine Stand	25.00
68	P & D Permit Stand	25.00
69	Courtesy Vehicle Stand	25.00
70	HP-DV Space	200.00
71	Emergency Vehicle Access	50.00
72	No Standing	25.00
73	Permit Parking Only	25.00
74	Night Parking	25.00
75	Obstructing HP Ramp/Curb Cut	100.00
76	No Parking Posted Construct/Zone	25.00
77	Not Parking w/in Marked Spaces	25.00
78	Interfering w/Free Flow of Traffic	25.00
79	Other	20.00

(c) The fines established in 740 CMR 21.99(4)(b) shall be due and payable as prescribed by M.G.L. c. 90, Section 20A, including the provisions therein for late payment and failure to pay such fines. Payment of parking violation fines and penalties as well as parking violation appeals will be made to the Massport Parking Violations Clerk. Unpaid parking violations will be reported to the Registrar of Motor Vehicles by the Parking Violations Clerk.

(5) For violations of 740 CMR 21.61 through 21.65

- (a) First offense: warning or fine not to exceed \$100.00.
- (b) Second offense within 12 months of first offense: \$100.00 to \$250.00.
- (c) Third or any subsequent offense within 12 months of first offense: \$250.00 to \$500.00.

(6) For violations of 740 CMR 21.71

- (a) First offense: warning or fine not to exceed \$100.00.
- (b) Second offense within 12 months of first offense: \$100.00 to \$250.00.
- (c) Third or any subsequent offense within 12 months of first offense: \$250.00 to \$500.00.

740 CMR: MASSACHUSETTS PORT AUTHORITY

21.100: Appendices

APPENDICES A + B

MASSACHUSETTS PORT AUTHORITY Logan International Airport Landing Fee Computation	APPENDIX A	APPENDIX B
	Operation Based	Weight Based
	-----	-----
Amortization & Interest Of Capital Costs		
Runway Construction	XXXXXX	
Runways, Pavement Surface Major Maintenance		XXXXXX
Nav aids & Related Expenses	XXXXXX	
Aprons		XXXXXX
Taxiways	XXXXXX	
General Aviation Aprons		XXXXXX
Field Lighting	XXXXXX	
General Electrical	XXXXXX	
General	XXXXXX	
Field Maintenance Facilities	XXXXXX	
Crash/Fire Rescue	XXXXXX	
Airfield Land acquisitions	XXXXXX	
General Administrative Capital Projects	XXXXXX	
Depreciation of Equipment	XXXXXX	
Interest on Equipment	XXXXXX	
Maintenance & Operations Expenses Excluding Contract Snow Removal		XXXXXX
Roadway & Access Allocation		XXXXXX
Administration Expenses (* See next page)		
* Logan (Total Times Logan Airfield Percent Allocation)	XXXXXX	XXXXXX
* Boston (Total Times Logan G & A Allocation Times Logan Logan Airfield Percent Allocation)	XXXXXX	XXXXXX
Aircraft Apron Parking Credit		XXXXXX
Contract Snow Removal		XXXXXX
	-----	-----
Sub-total	\$ XXXXX	\$ XXXXX
	-----	-----
Percent	Y%	Z%

740 CMR: MASSACHUSETTS PORT AUTHORITY

21.100: continued

APPENDICES A + B (continued)

MASSACHUSETTS PORT AUTHORITY Assignment of Admin. Expenses to Fee Component Landing Fee Computation <u>LOGAN ADMINISTRATION</u>	APPENDIX A ----- Operation Based -----	APPENDIX B ----- Weight Based -----
200-Logan General		XXXXXX
201-Logan Administration	XXXXXX	
202-Operational Admin.	XXXXXX	
213-Logan Property Mgmt.	XXXXXX	
215-Logan Planning	XXXXXX	
219-Tour Program		XXXXXX
241-Passenger Aviation		XXXXXX
242-Air Cargo		XXXXXX
246-Soils Lab	XXXXXX	
247-Survey Crew	XXXXXX	
250-Admin. Building	XXXXXX	
TOTAL	----- \$ XXXXX	----- \$ XXXXX
	=====	=====
PERCENT	%	%
LANDING FIELD ALLOCATION @ %	\$ XXXXX	\$ XXXXX
	=====	=====
 <u>BOSTON OFFICE ADMINISTRATION</u>		
500-Admin Gen'l Location	XXXXXX	
501-Executive Admin.	XXXXXX	
502-Board of Directors	XXXXXX	
503-Personnel	XXXXXX	
504-Legal	XXXXXX	
505-Accounting	XXXXXX	
50b-Public Affairs		XXXXXX
507-Youth Employment	XXXXXX	
509-Labor Relations	XXXXXX	
509-Insurance		XXXXXX
510-Budget	XXXXXX	
511-Office Management	XXXXXX	
512-Engineering	XXXXXX	
513-Library	XXXXXX	
514-Compliance	XXXXXX	
515-Foreign Trade		XXXXXX
516-Planning		XXXXXX
517-Community Affairs		XXXXXX
519-Legislative Affairs	XXXXXX	
520-Purchasing	XXXXXX	
521-Mgmt. Information Sys.	XXXXXX	
522-Special Projects	XXXXXX	
523-Internal audit	XXXXXX	
524-Secretary/Treasurer	XXXXXX	
TOTAL	----- \$ XXXXX	----- \$ XXXXX
	=====	=====
PERCENT	%	%
LOGAN ALLOCATION @ %	\$ XXXXX	\$ XXXXX
	=====	=====
LANDING FIELD ALLOCATION @ %	\$ XXXXX	\$ XXXXX
	=====	=====

21.100: continued

APPENDIX C

APPENDIX

C_____

Other: (Allocated on Basis of Percentage above)

Amortization & Interest--Noise Related Projects	Y%	Z%
Amortization & Interest--Air Quality etc. Related Proj.	Y%	Z%
Amortization & Interest--Bird Island Flats Capital	Y%	Z%
Allocated Portion of Tax Liability	Y%	Z%
Credits Applied	Y%	Z%
BIF Land Rental Credits	Y%	Z%

ANNUAL COST OF PUBLIC AIRCRAFT FACILITIES	_____	\$ XXXXX	\$ XXXXX
Projected Operations & Scheduled Air Carrier Weights	=====	XXXXX	XXXXX
Landing Fee		\$ XXXXX	\$ XXXXX

(Per Operation) (Per Thousand Lbs)

NB: Each Year the Authority will compare the previous years actual expenses or categories shown as Appendices A B and C with the budgeted costs for those categories. The Authority will also compare actual operations and weights with the projections. Based on actual costs, charges, operations and weights the Authority shall determine if excess or insufficient funds were collected. The Authority shall then compute either a credit or a charge or the operational fee and for the weight based fee.

REGULATORY AUTHORITY

740 CMR 21.00: St. 1956, c. 465.