



# José Martí Int'l Airport (MUHA)

## Pilot Briefing

24 Hours of VATSIM - 4th Edition

Not for real world aviation

Version	Date	Changes
1.0	30-Sep-2024	Initial publication

# Table of Contents

<b>Table of Contents</b>	<b>2</b>
<b>Introduction</b>	<b>3</b>
<b>General Information</b>	<b>3</b>
Runways	3
Parking	3
Charts	4
ATS Positions	4
Airspace	5
Scenery	5
<b>Flight Procedures</b>	<b>5</b>
Planning & Pre-flight	5
Clearance	6
Pushback & Startup	6
Taxi Out	6
Departure	7
<b>Annex: Airport / SID Diagrams</b>	<b>7</b>

## Introduction

The Havana FIR is proud to participate in the *24 Hours of VATSIM* 4th Edition to take place on October 5th, 2024. This document stands to brief pilots operating at MUHA during the event. All pilots departing MUHA should be familiar with this document and any special procedures regarding the event.

**Pilots without a departure slot can expect delays and shall plan appropriately. This expectation extends to arrivals into MUHA as well.**

Havana José Martí International is Cuba's main and busiest airport. It's located in the municipality of Boyeros, 20 km southwest of the center of Havana. It features a single runway, 5 aprons and 4 operating terminals. In VATSIM, ATC services are provided by the virtual [Havana FIR](#) belonging to the Americas's Caribbean Division (VATCAR).

## General Information

### Runways

Runway	Dimensions	Heading	Elevation	Instrument approaches	TODA/LDA
06/24	4000 x 45 M	059°/239°	210 FT	06: ILS, RNP, VOR 24: RNP, VOR	06 @ B: 3480 M 06 @ C: 2200 M 24 @ G: 3550 M

### Parking

Apron	Terminal	Usage	Parking positions	Airlines
1	1	Domestic flights	9 stands (5 small, 4 medium)	Aerogaviota (GTV), Cubana (CUB)
2	2	Charters, cargo (western end) and US flights	11 stands (1 small, 4 medium, 6 large)	Southwest (SWA), World Atlantic (WAL)

Apron	Terminal	Usage	Parking positions	Airlines
3	3	International flights	8 gates (5 medium, 3 large), 4 remote stands (2 small, 1 medium, 1 large)	American (AAL), Aeromexico (AMX), Air Canada (ACA), Air China (CCA), Air Europa (AEA), Air France (AFR), Bahamas Air (BHS), Condor (CFG), Conviasa (VCV), Copa (CMP), Cubana (CUB), Delta (DAL), Iberia (IBE), LATAM (LAN), Turkish (THY), Viva (VIV), United (UAL), Wingo (RPB)
4		Store/park planes during checks and maintenance		No commercial, cargo or private flight operates out of apron 4
5	Aerocaribbean	Domestic flights and general aviation (GA)		

## Charts

[Current charts](#) are available on the Havana FIR website.

## ATS Positions

Position Identifier	Frequency (MHz)	Callsign	Notes
MUHA_ATIS	132.500		
MUHA_DEL	126.000	Marti Delivery	
MUHA_GND	121.900	Marti Ground	
MUHA_TWR	118.100	Marti Tower	
MUHA_APP	120.300	Havana Terminal	
MUFH_G_CTR	133.700	Havana Center	Alternate departure freq

Position Identifier	Frequency (MHz)	Callsign	Notes
MUFH_CTR	124.550	Havana Center	
MUFH_D_CTR	135.100	Havana Center	Western sector

## Airspace

The transition altitude is 3000ft. The transition level (TL) is set by ATC and included in the ATIS message. As a general rule, the TL will be set to FL040 when the local QNH is equal to or greater than 1013 mbar. Pilots should change their altimeter to the standard 29.92 inHg (1013 mbar) when climbing through 3000ft, and to the local altimeter when descending below the TL.

Unless instructed otherwise by the ATC, a maximum of 250 knots indicated airspeed applies to all aircraft when below FL100.

ICAO standard phraseology is used across the FIR.

## Scenery

MSFS 2020

[Mex High Flight](#) (payware)

P3D & FSX

[Mex High Flight](#) (payware)

X-Plane 10-11

[LITORAL](#) (payware)

[MUHA](#) (freeware)

X-Plane 12

[MUHA](#) (freeware)

## Flight Procedures

### Planning & Pre-flight

When departure slots are in use, pilots should connect to the network no more than 30 minutes and at least 15 minutes prior to their estimated time of departure, and place their aircraft at a free gate/stand. We expect pilots to position their aircraft at apron/terminal 3 (preferred) and apron/terminal 2 (overflow). Avoid aprons 4 and 5 unless you have a very good reason to choose those.

It's highly recommended to check the stands availability before connecting to minimize disruptions to other pilots. Near real-time stands availability for MUHA is available [here](#).

## Clearance

Once connected, listen to the ATIS if available. File your flight plan on VATSIM and when ready to request your IFR clearance contact Marti delivery (126.0), Marti Ground (121.9) or Marti Tower (118.1) in that order. Pre-Departure Clearance (PDC) is not available at this time. You will be provided who to contact for pushback and startup.

VFR flights are expected to file a VFR flight plan including at least origin, destination and altitude/FL. All VFR flights will squawk 1200 unless flight following is requested, in which case the ATC will assign a discrete code.

## Pushback & Startup

Pushback approvals are valid for one minute. If you are unable to begin your pushback within this time, advise the controller. You may be required to push facing or with the tail to a given direction. Advise the controller if unable to comply.

## Taxi Out

Once the pushback and startup are completed, request taxi. You will be instructed to taxi to an apron exit taxiway or runway holding point and if applicable to contact or monitor tower.

Typical taxi out routes

From apron	To RWY	Via	Notes
1	06	G, A	
2	06	I/J, A	
3	06	D, A	
1	24	G/H	
2	24	I, A	
3	24	D, E, A	

## Departure

Pilots are expected to fly the RNAV SID and transition that connects to the initial waypoint of the filed route. For non RNAV capable aircrafts some standard instrument departures are available. ATC will make every effort to honor the filed SID, but traffic or special conditions may require a SID change. Pilots unable to fly the assigned SID must notify the controller providing ATC clearance and expect radar vectors to the initial waypoint of the filed route.

Havana departures should expect an initial climb to FL150 and further climb with Havana Center.

Along with the take off clearance, pilots will be instructed to contact Havana Terminal/Center after departure. Switch to and contact the departure facility once airborne.

**ABSOLUTELY NO LEFT TURN** when departing runway 06 for aircraft category C and D.

## Annex: Airport / SID Diagrams

PLANO DE AERODROMO - OACI /  
AERODROME CHART - ICAO

22°59'21"N  
082°24'33"W

ELEV 64

TWR 118.10  
ATIS 132.50  
GND 121.90

LA HABANA / José Martí Intl

RWY	DIRECCION / DIRECTION	THR	GUND	DIMENSIONES / DIMENSIONS RWY	RESISTENCIA / STRENGTH
06	059°	22°58'43.08"N 082°25'29.80"W	-20.36	100 x 45 3900 x 45	PCN-120 R/B/W/T PCN-108 F/A/W/T CONC/ASPH
24	239°	22°59'58.83"N 082°23'35.62"W	-20.52	3900 x 45 100 x 45	PCN-108 F/A/W/T PCN-120 R/B/W/T CONC/ASPH

ELEV Y / AND DIMENSIONES / DIMENSIONS EN / IN M  
BRG MAG

CALLES DE RODAJE ANCHO /  
TAXIWAYS 23 WIDE

RESISTENCIA APN 1 /  
APN 1 BEARING STRENGTH PCN 93 F/A/W/T  
PCN 110 R/B/W/T

RESISTENCIA APN 2 /  
APN 2 BEARING STRENGTH PCN 99 F/A/W/T  
PCN 120 R/A/W/T

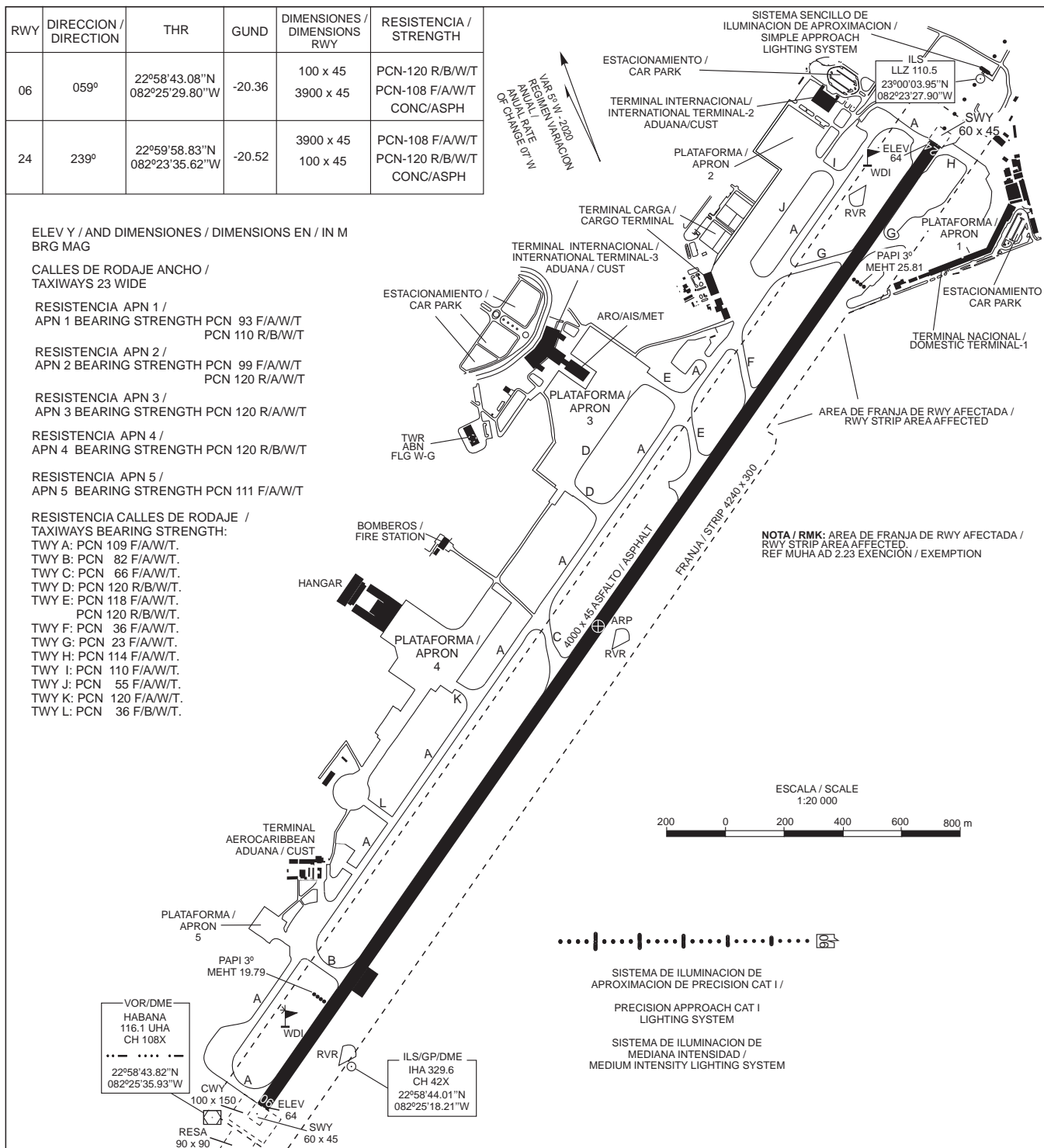
RESISTENCIA APN 3 /  
APN 3 BEARING STRENGTH PCN 120 R/A/W/T

RESISTENCIA APN 4 /  
APN 4 BEARING STRENGTH PCN 120 R/B/W/T

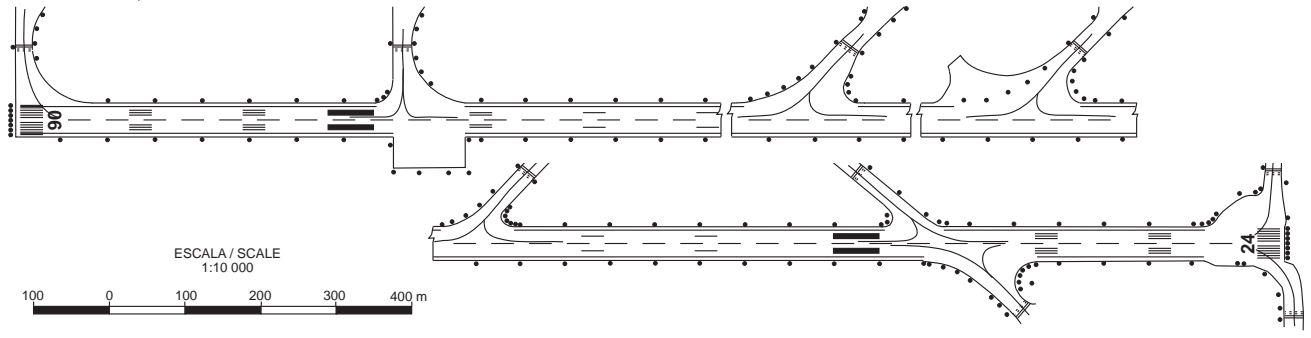
RESISTENCIA APN 5 /  
APN 5 BEARING STRENGTH PCN 111 F/A/W/T

RESISTENCIA CALLES DE RODAJE /  
TAXIWAYS BEARING STRENGTH:

TWY A: PCN 109 F/A/W/T.  
TWY B: PCN 82 F/A/W/T.  
TWY C: PCN 66 F/A/W/T.  
TWY D: PCN 120 R/B/W/T.  
TWY E: PCN 118 F/A/W/T.  
PCN 120 R/B/W/T.  
TWY F: PCN 36 F/A/W/T.  
TWY G: PCN 23 F/A/W/T.  
TWY H: PCN 114 F/A/W/T.  
TWY I: PCN 110 F/A/W/T.  
TWY J: PCN 55 F/A/W/T.  
TWY K: PCN 120 F/A/W/T.  
TWY L: PCN 36 F/B/W/T.



SEÑALES, AYUDAS LUMINOSAS RWY 06/24 Y CALLES DE RODAJE DE SALIDA / MARKING AND LIGHTING AIDS RWY 06/24 AND EXIT TAXIWAYS

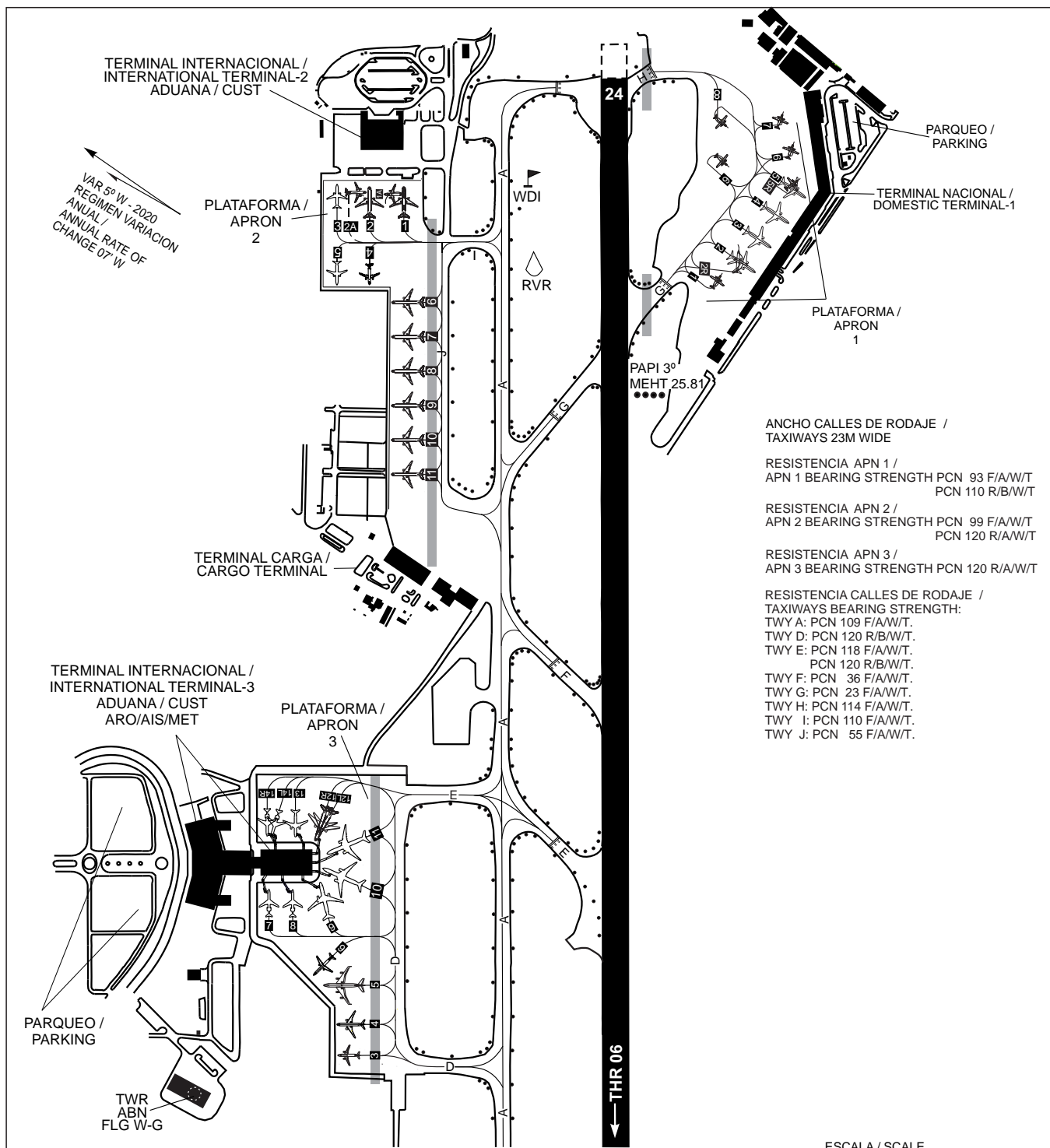


PLANO DE ESTACIONAMIENTO  
Y ATRAQUE DE AERONAVES 1 - OACI /  
AIRCRAFT PARKING / DOCKING CHART - ICAO

ELEV  
APN  
NIL

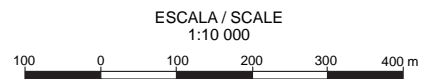
TWR 118.10  
GND 121.90

LA HABANA / José Martí Intl



**COORDENADAS INS DE PUESTOS DE ESTACIONAMIENTO DE AERONAVES /  
INS COORDINATES FOR AIRCRAFT STANDS**

PLATAFORMA / APRON-1		PLATAFORMA / APRON-2		PLATAFORMA / APRON-3	
1	22°59'47.81"N 082°23'41.60"W	1	23°00'04.93"N 082°23'47.76"W	3	22°59'39.65"N 082°24'32.82"W
2	22°59'46.74"N 082°23'40.22"W	1A	23°00'05.18"N 082°23'48.85"W	4	22°59'40.94"N 082°24'31.38"W
2R	22°59'47.60"N 082°23'39.85"W	2	23°00'06.44"N 082°23'48.94"W	5	22°59'42.51"N 082°24'29.50"W
3	22°59'46.77"N 082°23'38.43"W	2A	23°00'06.05"N 082°23'49.44"W	6	22°59'43.58"N 082°24'29.26"W
4	22°59'46.74"N 082°23'36.62"W	3	23°00'07.87"N 082°23'50.07"W	7	22°59'48.50"N 082°24'26.71"W
5	22°59'46.77"N 082°23'34.79"W	4	23°00'03.02"N 082°23'54.07"W	8	22°59'47.35"N 082°24'25.80"W
5R	22°59'47.36"N 082°23'34.53"W	5	23°00'04.47"N 082°23'55.15"W	9	22°59'46.55"N 082°24'24.97"W
6	22°59'48.65"N 082°23'32.67"W	6	23°00'01.65"N 082°23'54.19"W	10	22°59'46.33"N 082°24'24.02"W
7	22°59'50.13"N 082°23'31.60"W	7	23°00'00.54"N 082°23'55.87"W	11	22°59'46.90"N 082°24'23.32"W
8	22°59'52.38"N 082°23'33.99"W	8	22°59'59.44"N 082°23'57.54"W	12L	22°59'47.81"N 082°24'23.15"W
9	22°59'51.17"N 082°23'35.90"W	9	22°59'58.33"N 082°23'59.22"W	12R	22°59'47.74"N 082°24'23.13"W
		10	22°59'57.23"N 082°24'00.89"W	13	22°59'48.70"N 082°24'23.65"W
		11	22°59'56.12"N 082°24'02.56"W	14L	22°59'49.82"N 082°24'24.51"W
				14R	22°59'49.92"N 082°24'24.58"W



**LEYENDA / LEGEND**

PUESTOS ESTACIONAMIENTO AERONAVES / AIRCRAFT STAND	☐
LUCES CALLES DE RODAJE / TAXIWAY LIGHT	•
RODAJE - PUNTO DE ESPERA / TAXI - HOLDING POSITION	≡≡≡
LIMITE DEL SERVICIO ATC / ATC SERVICE BOUNDARY	▬



CARTA DE SALIDA NORMALIZADA - VUELO POR INSTRUMENTOS (SID) - OACI /  
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LA HABANA / José Martí Intl  
RNAV CCO RWY 24  
ABANA4A, DUTAN4B,  
FARAC6, VETSI2, WOLSE1

ATIS 132.50 APP 120.30  
TWR 118.10 ACC 133.70 GND 121.90

