



José Martí Int'l Airport (MUHA)

Pilot Briefing

Not for real world aviation

Version	Date	Changes
1.0	25-Aug-2024	Initial publication
1.1	28-Feb-2025	Update ATS Positions and minor corrections

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Introduction

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 and cargo (western end) flights	11 stands (1 small, 4 medium, 6 large)	Southwest (SWA), World Atlantic (WAL)
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)

Apron	Terminal	Usage	Parking positions	Airlines
4		Store/park planes during checks and maintenance		No commercial, cargo or private flight operates out of apron 4
5	Aerocaribbean	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_GND	121.900	Marti Ground	
MUHA_TWR	118.100	Marti Tower	
MUHA_APP	120.300	Havana Terminal	
MUFH_J_CTR	128.700	Havana Center	Alternate departure freq
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.

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](#).

Relevant NOTAMs are available [here](#) and should be checked regularly.

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, aircraft type 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.