

2/6/2025

**FOR YOUR INFORMATION**

2025-27/5-10

2195442

To: Airport Manager, Holguin Frank Pais Airport (MUHG/HOG), Cuba, FAA  
(MIA-IFO)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,  
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Civil Aviation  
Institute of Cuba

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: MUHG/HOG Airport Runway 05 Condition

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 2195442****DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	1201 to 1800

**PLACE**

Locale	MUHG.Airport
State	FO
Altitude - AGL	0

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Tower	ZZZZ
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

**PERSON 1**

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2195442

**PERSON 2**

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2195617

**EVENTS**

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

**NARRATIVE 1**

During back taxi and turn around for a RWY 05 departure at MUHG, as cleared by ATC, I turned the aircraft around in the turning bay at the end of runway. During the turn I noticed there was a narrow and shallow linear trench, apparently associated with construction, cut in the runway turning bay surface. I was able to avoid this trench and taxi forward on the runway for departure. We took off without incident. There were no NOTAM's associated with this runway condition. I later noticed that there was a company note on my release stating that the first 328' of runway 05 was closed but not NOTAM'ed.

I missed the company note. There are no NOTAM's about the first 328' of runway 05 being closed. There were no markings, barriers or lights in place to mark the closure of the first 328' of the runway. ATC mentioned nothing about the closure.

Recommendations: I have to be more thorough in my check of company notes on my release. Had there been a NOTAM, surface markings, lights or barriers in place, or, if ATC had verbally noted the closure in our taxi clearance it would've helped me to avoid this occurrence.

**NARRATIVE 2**

While back taxiing to perform a 180 to depart runway 5 in MUHG. During the 180 turn in the turning bay area at the end of the runway, we noticed a narrow and shallow linear trench in the turning bay surface. We avoided the trench and lined up on the runway for departure, subsequently departing without any incident.

There were no NOTAM'S associated with the turning bay area closure.

Also, our taxi chart directed us to use the turning bay for 180 turns.

I later noticed that our release under notes mentioned the turning bay area closure wasn't reported in the NOTAM'S.

I missed the note. There are no NOTAM's about the tuning bay for runway 05 being closed. There were no markings, barriers or lights in place to mark the closure of the turning bay area. ATC mentioned nothing about the closure. Recommendations: I have to be more thorough in my check of company notes on my release. Had there been a NOTAM, surface markings, lights or barriers in place, or, if ATC had verbally noted the closure in our taxi clearance it would've helped me to avoid this occurrence.

#### **SYNOPSIS**

Air carrier flight crew reported there are no NOTAMS, signage, or ATC notifications regarding a construction trench in the turning bay of Runway 5 at MUHG/HOG airport.