10/16/2026 **FOR YOUR INFORMATION** 2026-352/5-104

2406716

To: FAA (MIA IFO), Airport Manager, Jose Marti Int'l Airport (MUHA), Havana, Cuba

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

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

Re: MUHA/HAV Runway Threshold Lighting, Markings, and Signage

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.

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

ACN 2406716

DATE / TIME	
Date of Occurrence	202608
Local Time Of Day	1201 to 1800
PLACE	
Locale	MUHA.Airport
State	FO
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	MUHA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2406716
EVENTS	
Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

The primary threat from the Havana runway NOTAM regarding the displaced threshold was the absence of resources and markings to define the threshold. We entered knowing about the NOTAM and that the runway was displaced 1300 m (about 4000 ft.), roughly one-third of its length. The inability to use 10-9 pages or the landing distance function in Jeppesen to locate the threshold led to this report; we used runway land app, low autobrakes, and full flaps. The lack of clear identification caused us to land short of Runway 6. As we approached, we observed three or four poorly lit lights along the sides of the centerline. We checked gear, all clear, no FOD, and no FOD inspection was performed by the controlling agency.

Cause: One causal factor was assuming proper markings and signage. To mitigate this, a company message on release could state that the threshold is short of Taxiway C; as a crew, asking ATC roughly where it begins might help.

SYNOPSIS

Air carrier pilot reported the flight crew landed short of the runway, citing poor runway threshold lighting as well as lack of proper markings and signage.