

Cuba Overflight Permit Requirements: Updated Technical Guide 2026

All foreign aircraft—private, commercial, cargo, or scheduled airlines—must obtain an official overflight authorization before transiting Cuban airspace, identified as the **Habana FIR (MUFH)**. Cuba’s Aeronautical Information Publication (AIP) states that operators should submit requests **at least 48 business hours in advance**. This requirement applies uniformly across flight types, from general aviation to non-scheduled charters and regular airline services. Scheduled carriers may secure block permits for repeated operations, while one-off flights must apply individually.

In practice, many operators coordinate their applications through third-party permit services. The original document referenced permit agents, and in this adapted version those references use CubaFBO.com as the current point of contact for permit assistance. While official guidance suggests a 48-hour lead time, approvals may be processed more quickly depending on the workload and completeness of the application. Short-notice filings often incur additional fees.

Cuba no longer issues complimentary permits for light aircraft; all operators are responsible for applicable permit and navigation charges.

1. Categories of Flights Requiring Overflight Permissions

Private and General Aviation

Private and business aircraft must [obtain an overflight](#) authorization, also known as a *Permiso de Vuelo (PPV)*. Although U.S.-registered Part 91 aircraft have been prohibited from landing in Cuba since 2019 under U.S. policy, they may still overfly Cuban airspace when properly authorized. Applications should be directed to the [Cuban Civil Aviation Authority \(IACC\)](#), either independently or through an [authorized coordination](#) service such as CubaFBO.com (serving in place of the originally referenced third-party agent).

Non-Scheduled Passenger Charters

Charter operators must submit their Air Operator Certificate (AOC) alongside detailed flight information. Cuban regulations distinguish between charter passenger flights and private passenger flights. Scheduled airlines generally use block permits for recurring operations.

Cargo Flights

Non-scheduled cargo flights follow the same approval process as passenger flights. Cargo operations must include:

- Aircraft and operator details
- Shipper and consignee information
- Payload description

These requirements apply equally to all foreign cargo operators.

All Foreign Operators

All aircraft operators must ensure their insurance documents and operational authorizations meet Cuban regulatory standards. Operators using leased aircraft or U.S.-origin insurance should confirm that Cuba is explicitly included in their policy coverage.

2. Required Information for Overflight Permit Applications

Applications submitted to the IACC or via a coordination service such as CubaFBO.com should include the following information, in accordance with [Cuba's AIP](#):

Operator Information

- Name of the operator or aircraft owner
- Nationality and official address

Aircraft Information

- Aircraft type and registration
- Maximum Takeoff Weight (MTOW)

Crew Information

- Name of the Pilot-in-Command
- Callsign or registration used in the flight plan

Flight Plan & Routing

Applications must include:

- Departure and destination aerodromes
- Planned routing through the Habana FIR
- Identified entry and exit waypoints (e.g., GELOG, DAVOL)

Route planning must align with approved Cuban corridors.

Date and Time of Operation

Permits are commonly valid for the specific UTC date requested. Round-trip information should be included if applicable.

Purpose of Flight

- Passenger, cargo, mail, ferry, or positioning

- Lead passenger name for passenger flights
- Shipper/consignee information for cargo flights

Insurance Confirmation

Proof of third-party liability insurance is required. Coverage must extend to operations in Cuban territory and airspace.

Supporting Certificates

Commonly requested documents include:

- Registration certificate
 - Certificate of Airworthiness
 - AOC for commercial operators
-

3. Processing Times, Urgent Requests & Block Permits

Standard Processing

The recommended submission timeline is **48 hours** before the planned operation. Approvals are frequently returned within one to two business days.

Short-Notice or Urgent Requests

Requests made within 48–72 hours may still be reviewed, although acceptance is discretionary. Additional processing charges often apply for urgent filings. Labeling the request as “URGENT” and following up directly is routine.

Block Permits

Operators with frequent schedules may apply for monthly or seasonal block permits, simplifying recurring operations by reducing repeated administrative filings.

4. Routing Requirements in Cuban Airspace

Approved Airways and Waypoints

Flight plans must use only the authorized airways and designated entry/exit points published for the Habana FIR. These details must match the approved permit.

Routes Not Requiring Prior Permit Approval

Certain routes in the northwestern FIR—such as **B646/UB646**, **B764/UB764**, **B879/UB879**, **M346/UM346**, and **UM463**—do not require advance permits. However:

- Navigation fees still apply
- Operators with outstanding unpaid invoices may be denied FIR entry
- Filing a request remains recommended for operational predictability

Direct RNAV Route Restrictions

Cuba does not accept direct high-altitude RNAV “J-routes” across its FIR. Operators must use conventional airways. You must specify which airway(s) you will use. [The NBAA guide](#) emphasizes listing the “air corridor to be used according to the flight plan”.

Flight Plan Filing Requirements

Flight plans should include:

- FIR code: **MUFH**
- AFTN address: **MUFHZQZX**
- Identical callsign or registration stated in the permit request

Changes to the flight plan must be resubmitted to IACC for re-clearance.

5. Permit Validity and Compliance Considerations

Validity Period

Permits typically apply only to the specific UTC date of operation. If the flight spans midnight UTC, separate permits may be required.

Adherence to Approved Route

Aircraft must follow the authorized corridors. Unauthorized entry or route deviation may result in interception or other enforcement measures.

Cuban ADIZ

All operations within approximately **40 nautical miles** of Cuban landmass require a valid permit.

Diversions Scenarios

In the event of weather delays or ATC instructions, flights remain compliant as long as they remain within the designated corridor. If landing becomes necessary, a landing permit is required.

6. Cuban Authorities Relevant to Overflight Operations

IACC – Instituto de Aeronáutica Civil de Cuba

The government authority responsible for reviewing and issuing overflight permits.

ECNA – Empresa Cubana de Navegación Aérea

Responsible for navigation services and collection of FIR user fees.

Airport Ground Units

Landing operations require coordination with recognized local ground-handling providers and associated airport authorities.

7. Airspace, Navigation & Political Context

ICAO Identifiers

- Country code: **MU**
- Major airports: **MUHA (Havana), MUVR (Varadero)**

Restricted Areas

Certain military regions, including those near Guantánamo, are not available for overflight except with specific authorization.

U.S. Sanctions Considerations

- U.S. private Part 91 flights remain prohibited from landing but may overfly with approval.
- U.S. commercial operators must comply with OFAC and BIS regulations.
- Non-U.S. operators are not affected by U.S. embargo laws but must meet Cuban requirements.

Airways Over International Waters

Any airway that enters the Habana FIR requires a permit, even if the aircraft remains over international waters, except for the few previously listed exemptions.

Insurance Limitations

Some insurers—particularly U.S.-based—exclude Cuba from coverage. Operators should verify their policies before applying.

8. ICAO Regulatory Basis

Cuba follows the Chicago Convention's rules requiring prior authorization for foreign aircraft entering national airspace. The Cuban permit structure implements these obligations through the IACC overflight approval system.

Summary

Foreign aircraft transiting Cuban airspace must obtain an overflight permit issued by the IACC. Operators must submit complete flight and aircraft information—including routing, documentation, and insurance—typically 48 hours before departure. Strict compliance with approved corridors is required, and deviations may result in enforcement actions.

This guide is based on official Cuban AIP requirements and industry references, with procedural details adapted from the source PDF.

Sources:

nbaa.org, cubafbo.com, <https://cubafbo.net/services/cuba-overflight-permit/>,

https://en.wikipedia.org/wiki/Civil_Aviation_Institute_of_Cuba. These detail the permit process,

fees, timing, and restrictions for Cuban overflights.