

Cuba Landing Strip (NM2) **Temporarily CLOSED**

Airstrip Briefing

THIS INFORMATION IS FOR REFERENCE ONLY
PILOTS ARE SOLELY RESPONSIBLE FOR DETERMINING SUITABILITY OF THIS AIRSTRIP



GENERAL:

Cuba is a BLM dirt airstrip located 4 miles south of Cuba, New Mexico. Coordinates are N 35° 57' 7.56" W 106° 57' 25.54". Field elevation is 6840' and density altitude is usually much higher. The airstrip is generally in good condition, but can vary, especially in times where there has been a lot of moisture. There are 2' berms and rocks along the edges.

OWNER: Bureau of Land Management, (505) 761-8778

PRIOR PERMISSION REQUIRED: No

ENROUTE:

-CAUTION: The airport is surrounded by high terrain, especially to the east where 10,000 foot elevations are prevalent.

COMMUNICATION:

-Cuba CTAF: 122.9- Announce position and intentions well prior to entering the pattern.

APPROACHES

-PLEASE- Be mindful of hunting seasons August-January, and do not circle excessively.

-CAUTION -Visual approaches only. VFR traffic pattern is 7800' msl with left traffic.

-CAUTION- There is a wind sock pole midway, on the south side of the runway, but the sock may be missing or torn.

-CAUTION -Runways are partially lined with boulders and 2' berms.

-CAUTION -Runway 06/24 is 3,800 feet long and 40 feet wide. When landing runway 06, there is an arroyo at the end of the runway and parallel on both sides. Runway 06 is slightly uphill.

-CAUTION: ARTCC/AFSS frequencies will not work below approximately 10,000 msl due to terrain. If using Flight Following, be sure to alert center that you are headed to Cuba as they will lose you once you descend for landing.

-CAUTION: Cattle, deer, and elk are common on and in vicinity of airstrip and may damage the runway between maintenance operations or present hindrances to landing and takeoff operations. A low pass to inspect the runway before landing may be appropriate.

-CAUTION: Wheel pants not recommended.

-CAUTION: The airstrip is often unusable during winter months due to snow and moisture, and any time of the year after heavy rains.

GROUND OPERATIONS:

-CAUTION -Do not taxi off of the runway. The entire area around the runway is filled with rocks which can be hidden from sight due to high brush. Walk all areas before pushing the plane off runway. A temporary parking area is the far NE end of the runway, beyond the entrance road.

-CAUTION:-Arriving aircraft should vacate the runway as soon as practical if there is other landing traffic.

-CAUTION -All aircraft will need to supply their own chocks, stakes, and tie-downs.

FUEL:

-Fuel is not available.

CELL SERVICE:

-Available with at least Verizon

TRANSPORTATION:

-Uber available

DEPARTURE:

-All pilots should announce intentions on 122.9 prior to leaving the tie-down area (which is temporarily on the northeast end of the runway).

-Runway 24 is the preferred departure runway if winds allow as it is closest to the temporary tie-down area.

-CAUTION -The airport is surrounded by high terrain, but especially to the east.

-CAUTION -Intersection departures are not recommended.

-CAUTION: Density altitude is usually a factor and can easily exceed 10,000'. Aircraft performance should be calculated for ambient conditions before departure.