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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

AIR FACILITIES IN NORTH KOREA



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MARCH 1972

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BASIC DESCRIPTION

Jet-capable Airfields

3. Twenty-two jet-capable airfields are operational or are under construction in North Korea (Figure 1 and Table 1). Nineteen of these have or will have at least 2,500-meter (8,200-foot) runways. One of the airfields now under construction will probably also have a 2,500-meter (8,200-foot) runway. The other two jet-capable airfields have approximately 2,000-meter (6,562-foot) runways and show no indication of being upgraded. [redacted] construction has begun on seven new jet-capable airfields. Five previously existing airfields have been upgraded to include runways of at least 2,500 meters (8,200 feet). [redacted] 15 airfields in North Korea could support jet aircraft operations, but only six of these had runways of at least 2,500 meters (8,200 feet) (Figures 2 and 3). Runway lengths at the other nine airfields were approximately 2,000 meters (6,562 feet).

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Underground Aircraft Storage

4. Large aircraft storage tunnels (Figure 3) have been built at seven jet-capable airfields, and tunnels are under construction at eight additional fields (Table 1). Construction may have started as early as 1962 and at some fields is still continuing. It is not possible to determine the extent of these underground facilities; however, the amount of spoil removed during construction indicates that some of the tunnels may be quite extensive. Three of the new airfields are being built at what appear to be less than ideal locations in order to take advantage of the adjacent ridges for tunnel construction. Fifteen of the 22 airfields have tunnels or tunnels under construction.

Hangarettes

5. North Korea has recently begun building double-bay hangarettes (Table 1). Hangarettes have only been observed adjacent to active runways, rather than in dispersal areas, suggesting that they may be used for aircraft on strip alert. Double-bay hangarettes were first observed at Onchon-up Airfield (Figure 2) [redacted] They were constructed as part of a general upgrading of the field which included extending the active runway.

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6. Double-bay hangarettes have also been observed at three other airfields: Hamhung Northeast, Hwangju, and Hoemun-ni. Hamhung Northeast has been completely reconstructed; a 1,524-meter (5,000-foot) sod strip was rebuilt as a 2,507-meter (8,225-foot) paved runway. Two hangarettes and two large tunnels are still under construction. Two hangarettes were in an early stage of construction at Hwangju, an operational FISHBED base, [redacted] Two hangarettes were in an early stage of construction at Hoemun-ni, the jet training airfield, [redacted]

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Air-to-air Missiles

7. The identification of probable FISHBED F aircraft at Pukchang-ni Airfield [redacted] and Saamcham Airfield [redacted] and possible F models at Hwangju Airfield [redacted] indicates that North Korea probably has air-to-air missiles. To date, no missiles have been identified on photography. The only indication of possible missile activity was the identification of a probable missile servicing tent in the dispersal area at Saamcham Airfield [redacted]

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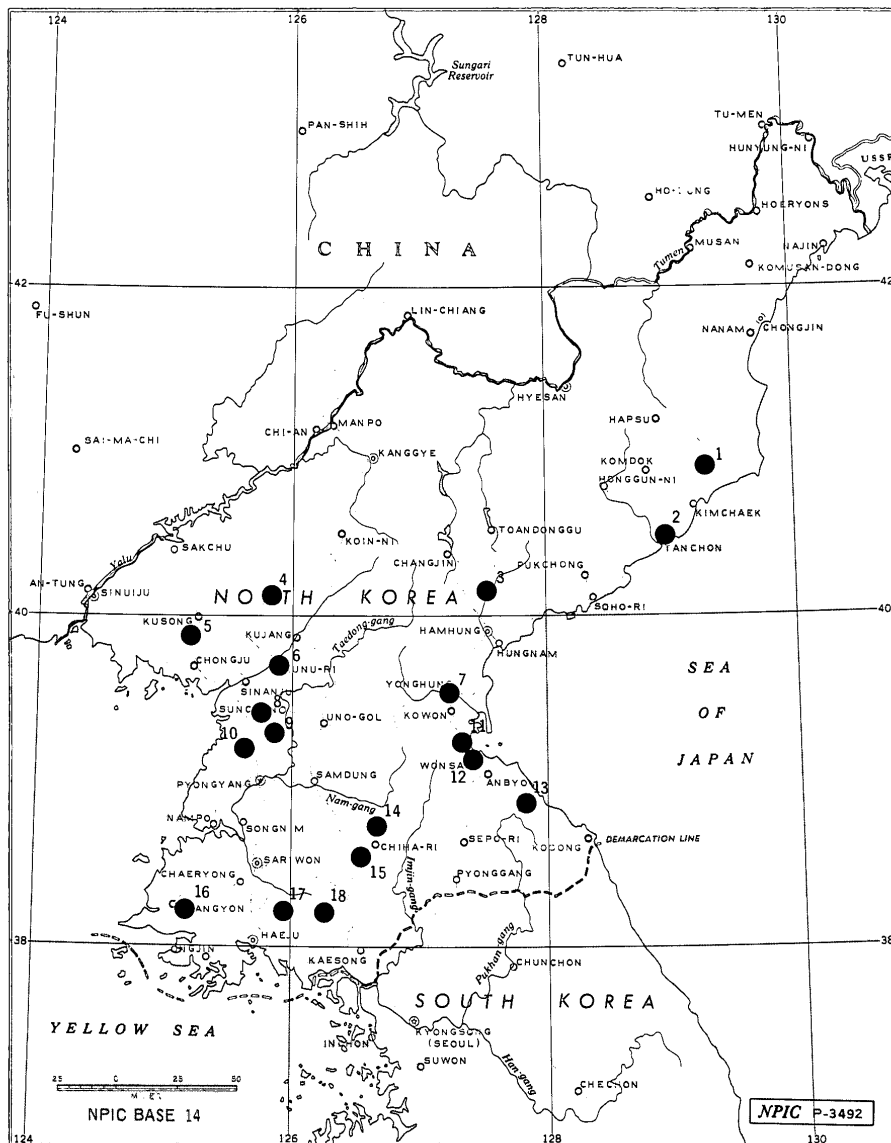


FIGURE 4. HIGHWAY AIRFIELDS IN NORTH KOREA (ITEM NUMBERS KEYED TO TABLE 2)

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Table 2. Highway Airfields (Item Numbers Keyed to Figure 4)

Item No	Installation	Geographic Coordinates	Runway Length		Runway Orientation	
			Meters	Feet		
1	Kilchu	40-55-30N 129-18-55E	1,575	5,167	NNE/SSW	25X1
2	Tanchon	40-24-00N 128-48-20E	2,027	6,550	NNE/SSW	25X1
	(Figure 5)					25X1
3	Sinhuna	40-10-39N 127-32-25E	2,285	7,497	NNE/SSW	25X1
4	Sangwon-ni	40-07-50N 125-51-20E	2,018	6,620	NW/SE	25X1
5	Namsi	39-52-55N 125-09-20E	2,284	7,493	NW/SE	25X1
6	Saamcham Southwest	39-43-30N 125-51-30E	1,615	5,300	NNW/SSE	25X1
7	Yonghung	39-32-08N 127-17-39E	1,829	6,000	WNW/ESE	25X1
8	Pyong-ni West	39-25-30N 125-48-58E	1,984	6,510	NW/SE	25X1
9	Chasan	39-19-15N 125-54-10E	2,632	8,635	NE/SW	25X1
10	Sunan-up	39-14-20N 125-40-35E	2,149	7,050	N/S	25X1
11	Okpyong-ni	39-16-14N 127-19-16E	2,149	7,050	NW/SE	25X1
12	Wonsan	39-05-40N 127-24-25E	2,003	6,571	NE/SW	25X1
13	Kuum-ni	38-50-40N 127-52-50E	1,999	6,562	NE/SW	25X1
14	Koksan South	38-43-50N 126-39-38E	2,149	7,052	N/S	25X1
15	Koksan SW	38-35-25N 126-31-40E	2,174	7,134	N/S	25X1
16	Changyon	38-13-30N 125-08-25E	2,030	6,667	NW/SE	25X1
17	Ayang-ni	38-14-50N 125-58-40E	2,007	6,585	E/W	25X1
18	Nuchon-ni	38-13-45N 126-15-50E	2,097	6,880	E/W	25X1

Highway Airfields

11. Eighteen highway airfields have been identified in North Korea (Figure 4 and Table 2). Fifteen of these strips have been constructed [redacted] Sixteen of the 18 strips are at least 1,829 meters (6,000 feet) long (Figure 5). Photography does not indicate what function the strips serve, and no aircraft have ever been observed at these fields. Their use as dispersal fields or to increase turnaround capability during an offensive cannot be dismissed. New highway airfield construction has not been observed [redacted]

Military Training Airfields

12. Three airfields in North Korea are used for training military pilots (Figure 6 and Table 3). Hoemun-ni, a jet-capable airfield (Figure 1 and Table 1), is the training field for the jet fighter element. Chongjin Airfield (Figure 7) and Kyongsong Airfield Southeast are used for primary instruction of student pilots in MAX/MOOSE aircraft. [redacted] Chongjin was the only field used for this purpose. [redacted] MAX/MOOSE have been observed at Kyongsong Airfield Southeast, and air order of battle counts indicate that Chongjin and Kyongsong Southeast may be training an equal number of primary students.

Helicopter Training Area

13. Taechon Military Camp and Probable Helicopter Training Area is the only area in North Korea identified as exclusively helicopter associated (Figure 6 and Table 3). This facility has been operational [redacted] at least 13 helicopter pads were identified. Only HOUND helicopters have been observed at this facility.

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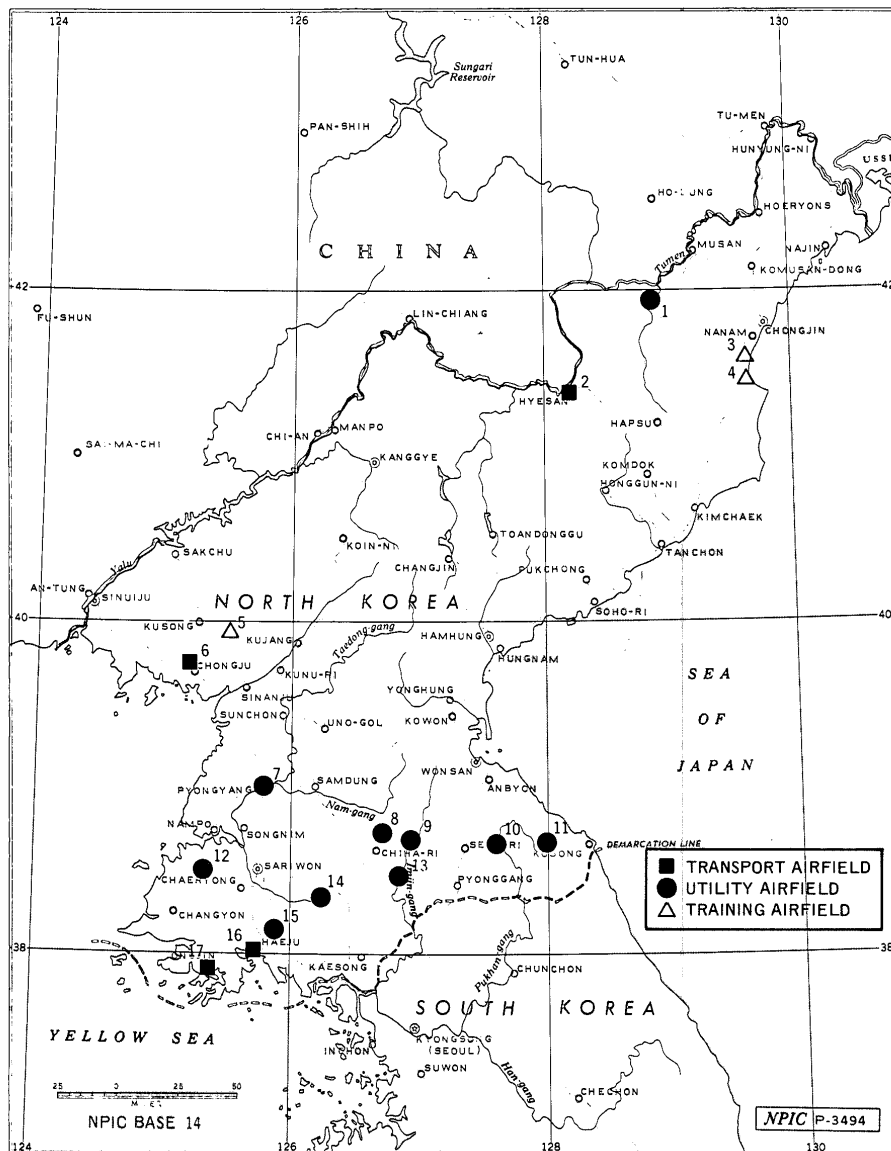


FIGURE 6. TRANSPORT, UTILITY, AND TRAINING AIRFIELDS IN NORTH KOREA (ITEM NUMBERS KEYED TO TABLE 3)

Transport Airfields

14. Four airfields in North Korea now serve or could serve as transport airfields, but, in their present status with graded-earth runways and little or no support facilities, would probably not be used for jet aircraft operations (Figure 6 and Table 3).

15. Three of these airfields, Hyesan (Figure 8), Haeju, and Ongjin, are reconstructed fields. These three fields have graded-earth runways at least 1,585 meters (5,200 feet) long with little or no support facilities. All three airfields have been upgraded [redacted] Haeju and Ongjin are still under construction.

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16. The fourth transport airfield, Yongsang-ni, was newly identified [redacted] and consisted of a 1,300-meter (4,265-foot) sod runway and a support area which included five 2-story barracks. Eighteen COLT were observed there. This field may be an alternate field for COLT from Taechon Airfield. Its use as an alternate could indicate an increase of COLT in North Korea or a future reconstruction program at Taechon. Taechon appears to need repaving to bring it up to the level of the other jet-capable airfields.

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Table 3. Transport, Utility, and Training Airfields (Item numbers keyed to Figure 6)

Item No	Installation	Geographic Coordinates	Runway Length Meters	Runway Length Feet	Runway Orientation	Type of Field	Operational Aircraft Observed	Remarks
1	Huin-dong	41-56-30N 128-51-50E	1,210	3,970	E/W	Utility	COLT	May be forest-patrol field; small operations building.
2	Hyesan (Figure 8)	41-22-30N 128-12-20E	1,610	5,282	NE/SW	Transport	--	Runway was 1,951 m (6,400 ft) sod [redacted] 600 m (1,970 ft) graded-earth [redacted]; runway is serviceable but construction equipment still present; control tower/operations building constructed [redacted]
3	Chongjin (Figure 7)	41-47-10N 129-44-44E	1,889	3,400	N/S	Training	MAX/MOOSE	COKE, CRATE, CAB, and/or COLT observed on routine basis.
4	Kyongsong Southeast	41-33-25N 129-37-55E	640	2,100	WNW/ESE	Training	MAX/MOOSE	
5	Taechon Military Camp and Probable Helicopter Training Area	39-57-12N 125-25-45E				Helicopter training	HOUND	At least 13 helicopter pads.
6	Yonosana-ni	39-43-50N 125-06-45E	1,299	4,265	NE/SW	Transport	COLT	May be alternate for Taechon; has sizeable permanent facilities.
7	Pyongyang Main	39-01-52N 125-46-52E	1,189	3,900	N/S	Utility	--	Airfield in disrepair; parachute demonstrations observed; first sailplanes in North Korea observed [redacted]
8	Koksan	38-42-45N 126-43-34E	1,006	3,300	NW/SE	Utility	--	Landing tee observed [redacted]
9	Ichon Northeast	38-40-20N 126-55-40E	1,149	3,773	NNE/SSW	Utility	--	
10	Hoeyang Southeast	38-39-30N 127-39-00E	1,149	3,773	NW/SE	Utility	--	Area previously targeted as Hoeyang Training Area SE [redacted]
11	Kumgang	38-38-25N 127-59-20E	1,100	3,609	N/S	Utility	--	
12	Changnyon-ni	38-32-40N 125-20-15E	792	2,600	NNE/SSW	Utility	--	Airfield appears to be unserviceable, status unknown.
13	Ichon	38-28-40N 126-51-50E	1,100	3,609	NE/SW	Utility	--	
14	Sinmak South	38-21-23N 126-13-17E	640	2,100	N/S	Utility	--	Status unknown
15	Haeju Northeast (Figure 9)	38-07-40N 125-51-10E	1,049	3,445	E/W	Utility	--	
16	Haeju	38-00-20N 125-46-40E	2,402	7,882	NW/SE	Transport	--	Serviceable 1,860 m (6,100 ft) sod in 1968; reconstruction began [redacted]
17	Onaiin	37-55-50N 125-25-18E	2,015	6,614	WNW/SSE	Transport	--	Unserviceable and abandoned in 1968; reconstruction began [redacted]

*Under construction.

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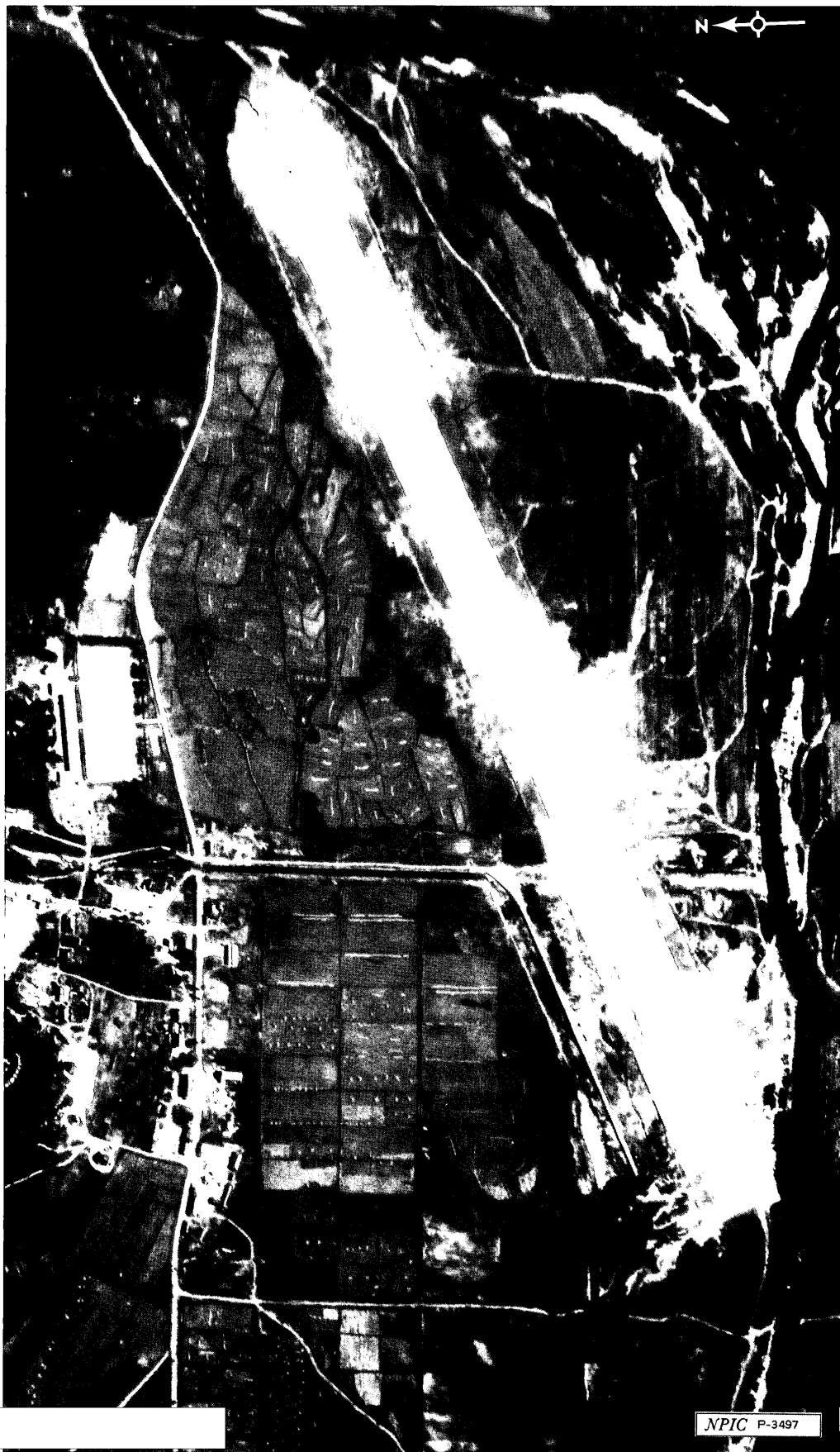
FIGURE 8. HYESAN AIRFIELD, A TRANSPORT FIELD

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AND METHODS INVOLVED/DISSEMINATION RESTRICTED

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FIGURE 9. HAEJU AIRFIELD NORTHEAST, A UTILITY FIELD

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Utility Airfields

17. Ten airfields in North Korea serve as utility airfields (Figure 6 and Table 3). Eight of these have runways measuring 640 to 1,220 meters (2,100 to 4,000 feet) and no support facilities (Figure 9). No aircraft have been observed at these eight airfields, and the reason for their construction cannot be determined. All eight are in the southern part of North Korea.

18. The other two utility airfields have some support facilities, and aircraft have been observed there. Huin-dong, in the heavily forested northeast portion of North Korea, may have been established as a base for forest patrol aircraft. An operations building and two COLT were observed there [redacted] Pyongyang Main was constructed prior to January 1956. It was reported as not operational and possibly abandoned [redacted] when two small utility aircraft were observed there. Although the runway is still in disrepair and is unserviceable to other than light utility aircraft, parachute demonstrations were observed there [redacted] The first sailplanes observed in North Korea were also identified at Pyongyang Main [redacted]

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Probable Aircraft Assembly

19. [redacted] FISHBED, FRESCO, and FRESCO/COLT shipping crates and partially assembled FISHBED aircraft have been identified at Pukchang-ni.

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COLT shipping crates have also been identified at Sunan-up Airfield [redacted]

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[redacted] Construction of a new assembly/maintenance hangar had begun [redacted]

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Since then, an average of eight to ten COLT have been observed at Sunan-up.

Twenty-three probable COLT shipping crates were adjacent to the new hangar [redacted]

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Chongjin NKAf Academy

20. Chongjin North Korean Air Force Academy (BE 0290-01389) is at 41-47-59N 129-45-58E, 1.5 nautical miles north of Chongjin. The academy (Figure 10), in existence since before October 1964, consists of four multistory barracks, five large classroom buildings, and an aircraft repair/maintenance apron. A subsonic, continuous-flow wind tunnel was identified there [redacted] The wind tunnel was in an early stage of construction on [redacted]

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21. A FISHBED and varying numbers of FAGOT/FRESCO have been observed on the repair/maintenance apron. Small groups of people have been observed standing around these aircraft as though they were receiving instructions or a briefing. The aircraft are often seen with the tail section and/or the wings removed. It is possible that the academy is at least partially responsible for training ground support personnel for the North Korean Air Force.

REFERENCES

[redacted]

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MAPS AND CHARTS

ACIC Chart. Series ONC, Sheets F-9 and G-10, scale 1:1,000,000

REQUIREMENT

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