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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Bulgaria	REPORT NO.	<input type="text"/>
SUBJECT	Sofia Civilian Airfield of Vratska mpe	DATE DISTR.	21 September 1953
	50X1	NO. OF PAGES	7 50X1
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	<input type="text"/>
PLACE ACQUIRED	<input type="text"/>	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

SOURCE:  50X1

Comment: The coordinates for the Sofia Civilian Airfield (Para. 1, line 1) should read N 42-43, E 23-24.

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STATE #	X	ARMY #	X	NAVY #	X	AIR #	EV	X	FBI		AEC				
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Note: Washington Distribution Indicated By "X"; Field Distribution By "#".

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SECURITY INFORMATION

REPORT NO. [REDACTED]

COUNTRY Bulgaria  
 SUBJECT Sofia Civilian Airfield

DATE DISTR. 31 Aug. 53

NO. OF PAGES 6

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PLACE ACQUIRED [REDACTED]

NO. OF ENCLS. 2  
(LISTED BELOW)

DATE ACQUIRED BY S [REDACTED]

SUPPLEMENT TO REPORT NO.

DATE OF INFOR [REDACTED]

THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

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1. The Sofia Civilian Airfield 5243N-2324E7 Encl A, Point 17, also known by the name Vrashdebna, was located five to six kilometers east-northeast of the center of Sofia, and one kilometer west of the Iskiri River, at an elevation of over 500 m. above sea level. A row of hills 15 km. southwest of the field with the highest point 2,400 m. offered the only obstruction. The field Encl.B.7 was rectangular, 2,500 m. east to west, and 1,000 m. north to south. It would be possible to extend the field, but extension seemed unlikely. The field had one runway Encl. B, Pt. 77, one apron Encl.B, Pt. 37, four taxi-strips, and no perimeter tracks, hardstands, or revetments. The surface of the field was grass except for the concrete areas. I believe that drainage ditches were located along the runway, and that the other parts of the field had only the natural drainage afforded by a sandy base.
2. Fuel was supplied to planes at this field by means of old Russian-type civilian trucks which had gas-driven pumps. I do not know the source of the fuel supply itself. Neither do I know anything about the water supply, other than that spigots were located in the terminal building Encl. B, Pt. 67.

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3. A new Czech Praga bus, with a seating capacity of about 30 persons, supplied transportation for passengers and personnel to and from the airfield. This bus traversed the main road Encl. B, Pt. 5
4. The airfield commander was a Russian civilian about whom I know nothing. Other personnel at the field were Bulgars, but I believe that the pilots of the Bulgarian airlines were all Russians. Administrative personnel at the field wore dark blue Bulgarian uniforms. Guards and customs officers wore light green uniforms with high black boots, and were armed with pistols. I do not know the personnel strength at the field.
5. Pilots used "Dunaj" when calling the tower for landing instructions.

## Enclosures:

- A. Overlay of German Map, Blatt VI, Bulgarien, 1:100,000 Sofia, Vorlaufige Sonderausgabe; Pinpointing Location of Sofia Civilian Airfield.
- B. Memory Sketch of Sofia Civilian Airfield.

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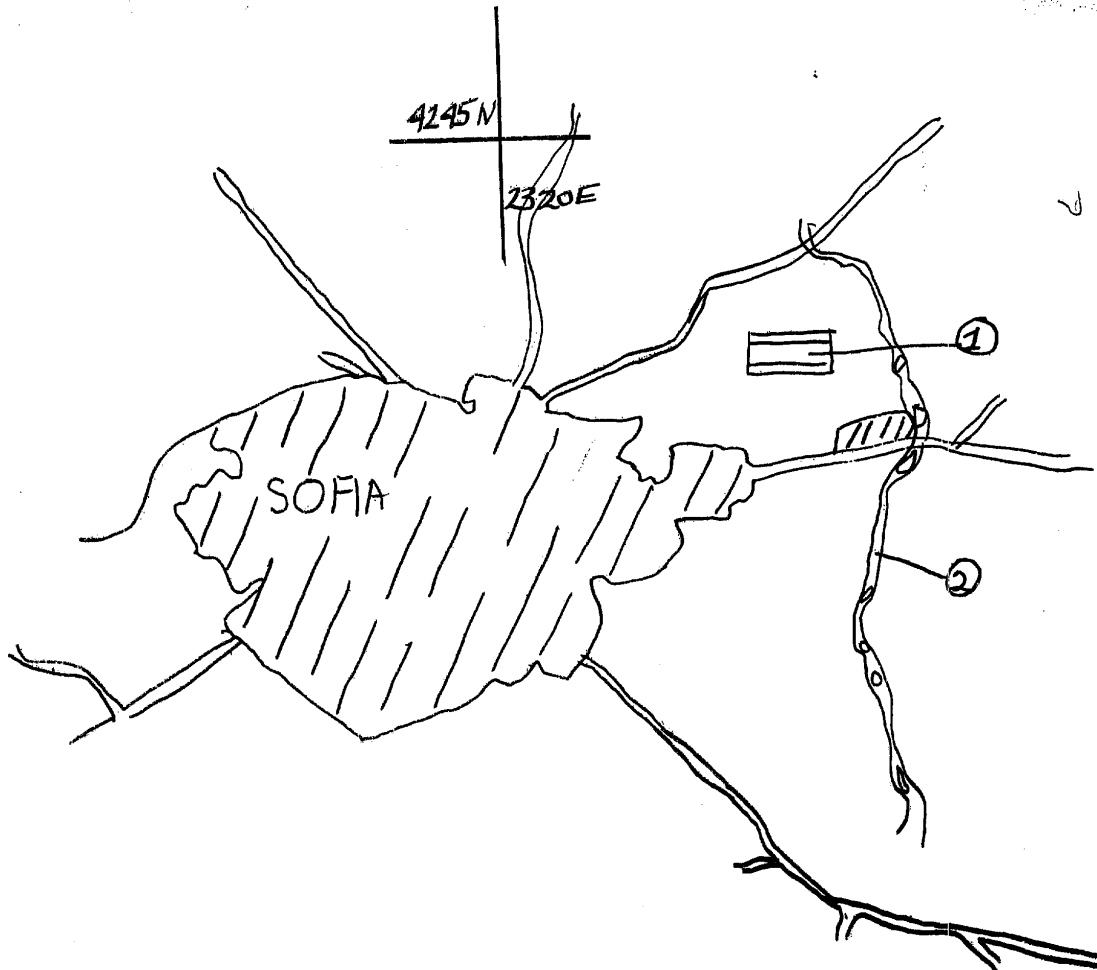
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Enclosure A

Overlay of German Map, Blatt VI, Bulgarian, Scale 1:100,000  
Sofia Vorlaufige Sonderausgabe; Pinpointing Location of Sofia  
Civilian Airfield.



LEGEND

- 1. Sofia Civilian Airfield
- 2. Iskiri River

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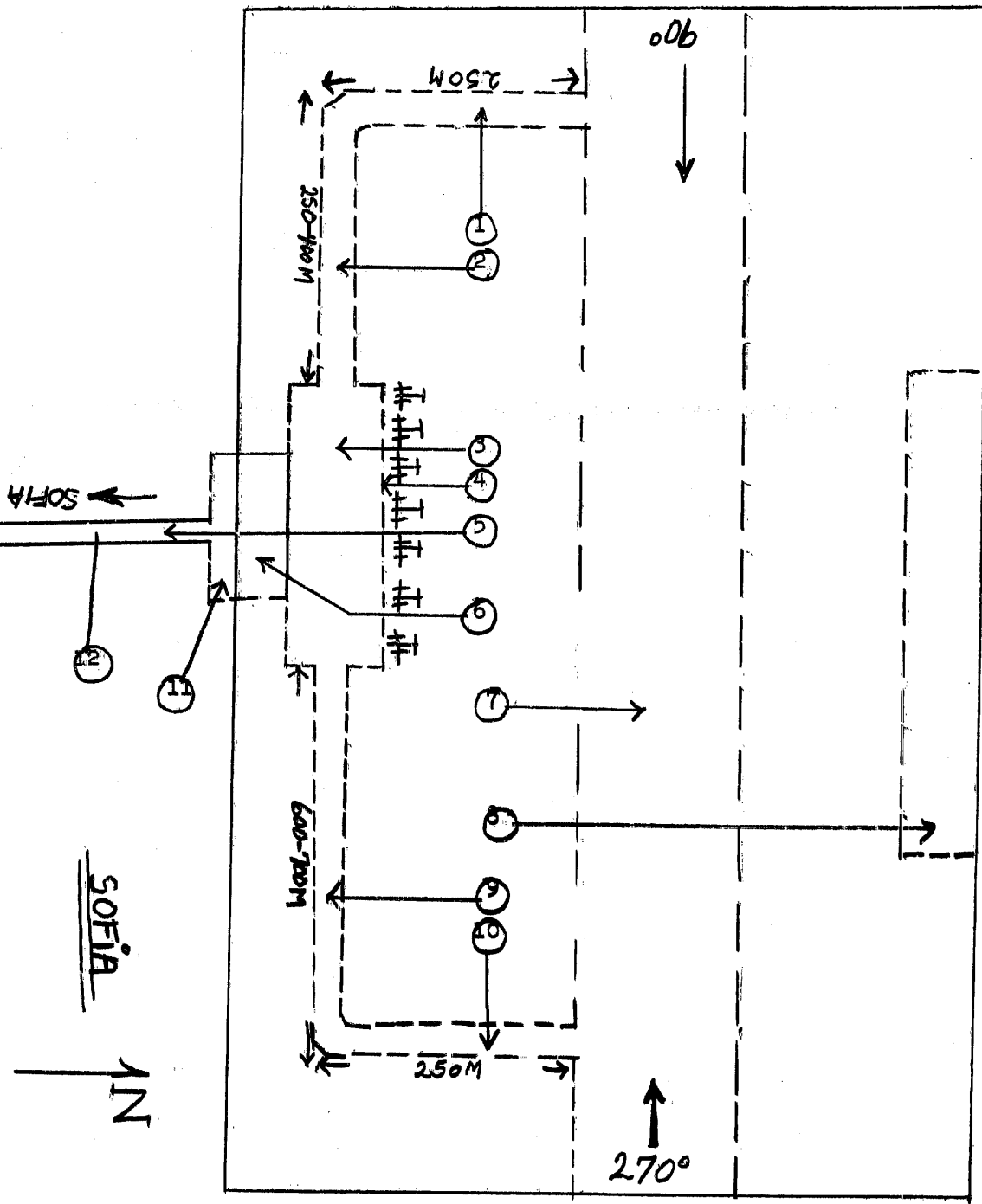
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Enclosure B

Memory Sketch of Sofia Civilian Airfield



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## Enclosure B (CONT'D)

## LEGEND

POINT # 1. Taxi-strip: concrete, 250 x 20m., very good condition.

POINT # 2. Taxi-strip: concrete, 350 x 20 m., excellent condition. This taxi-strip was under construction during 1951 and used it for the first time in the summer of 1952. This was the only new construction at the field.

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POINT # 3. Apron: concrete, 200 m. long east to west x 50 m. wide north to south, very good condition. This apron was used as a parking area for aircraft while loading or unloading passengers or freight.

POINT # 4. Parking Area: grass, 200 m. long, well kept, used by transient aircraft for over-night parking and for re-fueling and repair.

POINT # 5. Road: concrete, five to six meters wide, fair to good condition. This concrete road led from the field and later became asphalt as it headed towards Sofia. could not estimate the extent of the concrete section accurately.

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POINT # 6. Terminal and Administration Building: two stories, stone, 100 x 30 x 15 m., flat roof. The first floor contained the passenger waiting room, pilots' operations office, weather briefing room, customs offices, lavatories, and several other rooms. The second floor contained offices for the airfield commander, canteen and other rooms of which knew nothing. The radio room for air traffic control was also located in this building and operated on a wave length of 3255 kcs. could not be more specific as to exact location. The interior walls of this building were of very highly polished stone, such as polished granite or marble, which helped maintain a much lower temperature within the building during hot weather than outside.

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POINT # 7. Runway: concrete 2,500 m. x 60 m., magnetic headings 090° 270°, very good condition. it was suitable for sustained use by four-engine aircraft.

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POINT # 8. Military area: this area contained four hangars, painted green, and several one-story buildings. No information about construction or dimensional data. one YAK-15 and several single-engine biplanes (LI-2's and PO-2's) parked in this area in August 1952. He believes the biplanes were used by Russian instructors for training Bulgarian student pilots and for crop dusting. No further information.

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Enclosure B (CONT'D)

POINT # 9. Taxi-strip: concrete, 700 x 20 m., very good condition.

POINT # 10. Taxi-strip: same as Point 1.

POINT # 11. Parking Area: concrete, 100 x 15 m., good condition.  
Used by airfield bus and other passenger vehicles.

POINT # 12. Road: Same as Point 5.

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