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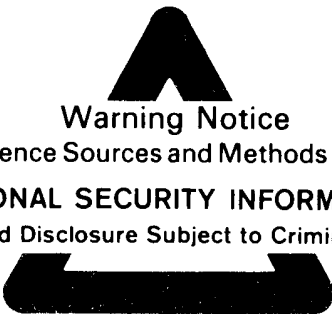
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 (See inside cover)

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CONTROL NO. z-17258/84

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Warning Notice
 Intelligence Sources and Methods Involved
NATIONAL SECURITY INFORMATION
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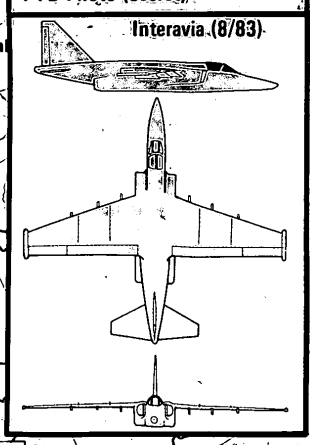
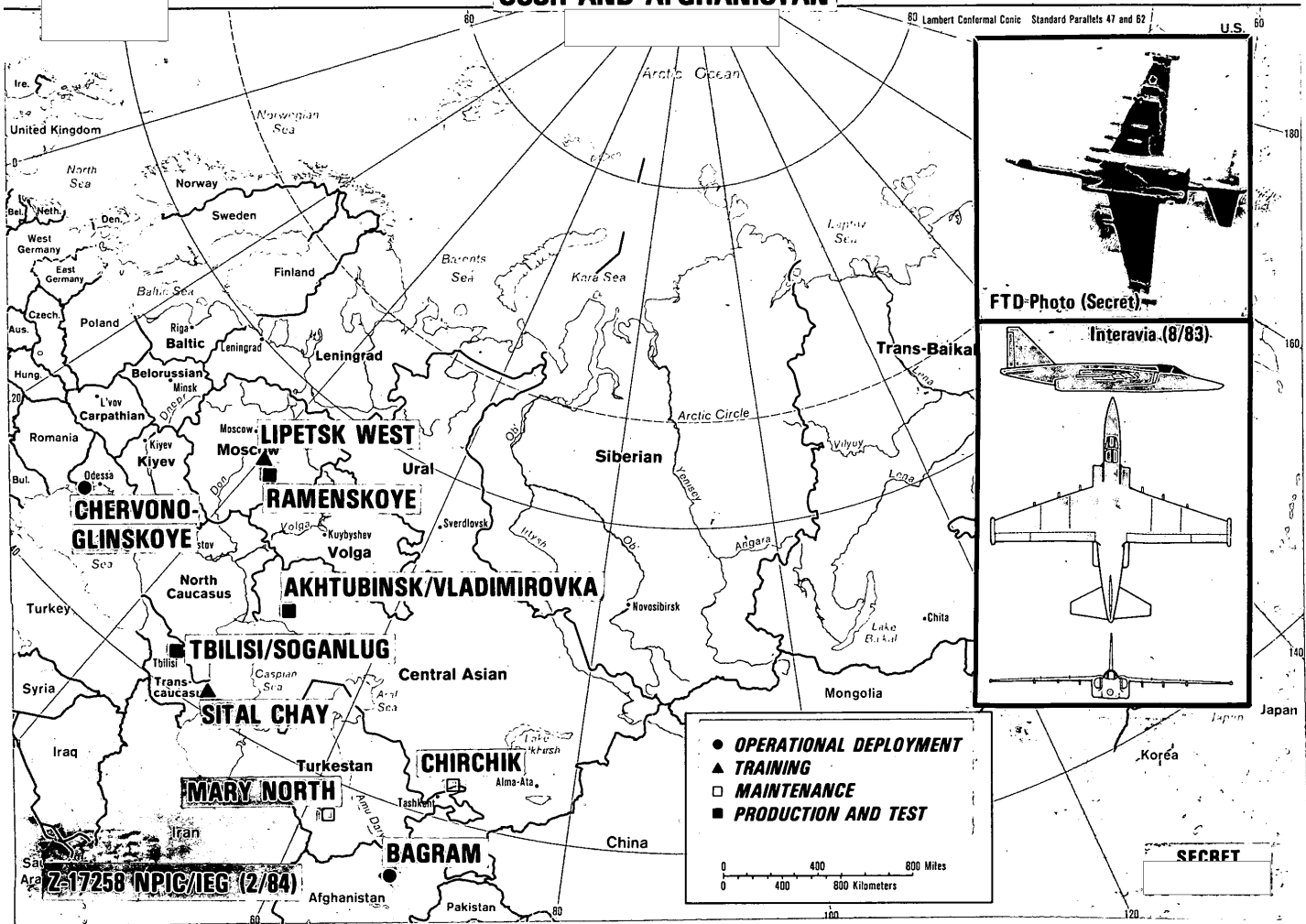
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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
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USIBONLY-	USIB Departments Only
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FROGFOOT A DEPLOYMENT USSR AND AFGHANISTAN



- OPERATIONAL DEPLOYMENT
- ▲ TRAINING
- MAINTENANCE
- PRODUCTION AND TEST

0 400 800 Miles
0 400 800 Kilometers

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NPIC/IEG (2/84)

8 FEBRUARY 1984

FROGFOOT A DEPLOYMENT
USSR AND AFGHANISTAN (SWN)



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1. SIGNIFICANCE: SINCE APRIL 1981 FROGFOOT A ACTIVITY HAS BEEN HIGHLIGHTED BY THE FORMATION OF FOUR FROGFOOT SQUADRONS IN THE SOVIET UNION AND THE SUBSEQUENT DEPLOYMENT OF ONE OF THE SQUADRONS TO AFGHANISTAN. (SWN)
2. REMARKS: FROGFOOT A IS A SINGLE-SEAT, TWIN-JET, FIXED-WING AIRCRAFT DESIGNED FOR CLOSE SUPPORT OF GROUND FORCES. THERE ARE CURRENTLY TWO OPERATIONAL FROGFOOT SQUADRONS, TWO TRAINING SQUADRONS AND ONE TRAINING UNIT. (SWN)

THE FIRST OPERATIONALLY DEPLOYED FROGFOOT A SQUADRON (12 AIRCRAFT) WAS AT SITAL CHAY, AN OPERATIONAL AIRFIELD THAT ALSO SUPPORTS PILOT CONVERSION TRAINING, THESE AIRCRAFT WERE SUBSEQUENTLY DEPLOYED TO SHINDAND AIRFIELD, AFGHANISTAN, WHERE TEN WERE OBSERVED ON THE FROGFOOT REMAINED AT SHINDAND UNTIL JANUARY 1984 WHEN THEY WERE TRANSFERRED TO BAGRAM AIRFIELD, AFGHANISTAN. FOOTINGS WERE OBSERVED FOR THE CONSTRUCTION OF A SECURITY FENCE/BARRIER AROUND THE FROGFOOT PARKING AREA AT BAGRAM SUGGESTING THAT THE DEPLOYMENT IS PERMANENT. (SWN)

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NO FROGFOOT WERE OBSERVED AT SITAL CHAY FROM LATE NOVEMBER 1981 WHEN THREE WERE PRESENT. ANOTHER FROGFOOT SQUADRON HAD BEEN FORMED WHEN 16 WERE PRESENT. THE FORMATION OF THE SECOND FROGFOOT A SQUADRON CURRENTLY AT SITAL CHAY WAS COMPLETED WHEN 21 FROGFOOT A WERE ON THE MAIN PARKING APRON AND THREE OTHERS WERE IN THE MAINTENANCE FACILITY. (SWN)

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FROGFOOT A WERE OBSERVED FOR THE FIRST TIME AT TIRASPOL AIRFIELD WHEN 10 WERE PRESENT. BETWEEN FROM 12 TO 15 FROGFOOT WERE OBSERVED ON THE FUELING AND PARKING APRONS AND IN THE TEMPORARY MAINTENANCE FACILITY THAT HAD BEEN ESTABLISHED FOR THE FLAGON THAT HAD BEEN DEPLOYED TO TIRASPOL WHILE CHERVONO-GLINSKOYE AIRFIELD WAS UNDER RENOVATION. BY

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NPIC/IEG (2/84)
8 FEBRUARY 1984

[REDACTED] THE FROGFOOT AND FLAGON HAD RETURNED TO CHERVONO-GLINSKOYE. TEN FROGFOOT A WERE IN THE NORTH AIRCRAFT DISPERSAL AREA IN FRONT OF HARDENED AIRCRAFT BUNKERS (HAB) PREVIOUSLY USED BY THE FLAGON. THE FLAGON REGIMENT WAS DISPERSED THROUGHOUT THE AIRFIELD. (SWN)

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ANALYST'S COMMENTS -- THE FROGFOOT NOW AT CHERVONO-GLINSKOYE PROBABLY HAD BEEN DEPLOYED TO TIRASPOL FROM TBILISI/SOGANLUG AIRFIELD, THE FLYAWAY AIRFIELD FOR TBILISI AIRFRAME PLANT 31 [REDACTED] WHERE THE FROGFOOT IS PRODUCED. ON [REDACTED] 20 FROGFOOT WERE AT THE PLANT; ON [REDACTED] ONLY SIX WERE PRESENT. CHERVONO-GLINSKOYE HAS TYPE B HAB, TOO SMALL TO ACCOMMODATE [REDACTED] WINGSPAN OF THE FROGFOOT A. NO INDICATIONS OF CONSTRUCTION OF HAB TO PROVIDE PROTECTION FOR THE FROGFOOT A HAVE BEEN OBSERVED AT TIRASPOL OR AT CHERVONO-GLINSKOYE AIRFIELDS. (SWN)

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FROGFOOT A WERE FIRST OBSERVED ON PARTIAL COVERAGE OF CHIRCHIK AIRFIELD [REDACTED] WHEN THREE WERE IN THE HIND MAINTENANCE/REPAIR FACILITY. THREE FROGFOOT A WERE PRESENT ON COMPLETE COVERAGE [REDACTED] (SWN)

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PRIOR TO [REDACTED] ONE FROGFOOT A WAS NORMALLY IN THE MAINTENANCE AREA AT MARY NORTH. SINCE THEN, FOUR TO SIX HAVE BEEN OBSERVED IN THE MAINTENANCE AREA, ON THE AUXILIARY PARKING APRON, OR ON THE MAIN APRON, EXCEPT ON [REDACTED]

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[REDACTED] WHEN FOUR CANVAS-COVERED FROGFOOT A WERE IN THE SOUTHWEST FITTER DISPERSAL AREA. THE PRESENCE OF FROGFOOT A IN THE MAINTENANCE/REPAIR FACILITIES AT MARY AIRFIELD NORTH AND CHIRCHIK AIRFIELD INDICATE THAT THESE AIRFIELDS ARE PROBABLY MAINTENANCE/REPAIR FACILITIES FOR AIRCRAFT IN AFGHANISTAN. MARY AIRFIELD NORTH IS APPROXIMATELY 405 NM WEST, AND CHIRCHIK IS APPROXIMATELY 415 NM NORTHWEST OF BAGRAM AIRFIELD, AFGHANISTAN. (SWN)

25X1

AT LEAST SEVEN FROGFOOT A HAVE BEEN AT LIPETSK AIRFIELD WEST, AN ADVANCED FIGHTER TRAINING AIRFIELD, [REDACTED] [REDACTED] PREVIOUSLY, ONLY ONE TO FOUR FROGFOOT A WERE PRESENT. FROGFOOT A WERE FIRST OBSERVED AT LIPETSK AIRFIELD WEST IN MAY 1982 WHEN THREE WERE PRESENT. (SWN)

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[Redacted]

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Attachment to Z-17258/84

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NPIC/IEG (2/84)
8 FEBRUARY 1984

TWO TO FOUR FROGFOOT ARE NORMALLY AT AKHTUBINSK/VLADIMIROVKA AIRFIELD AND AT RAMENSKOYE FLIGHT TEST CENTER. THE NUMBER OF FROGFOOT OBSERVED AT THE PRODUCTION FACILITY FLYAWAY AIRFIELD AT TBILISI/SOGANLUG HAS WIDELY FLUCTUATED. A HIGH COUNT OF 20 FROGFOOT A WAS AT THE AIRFIELD [Redacted] ON SUBSEQUENT COVERAGES [Redacted] ONLY THREE AND TWO FROGFOOT, RESPECTIVELY, WERE PRESENT. SOME OF THESE FROGFOOT HAD PROBABLY BEEN DEPLOYED TO TIRASPOL AIRFIELD, WHERE 11 WERE OBSERVED FOR THE FIRST TIME [Redacted] AND FOUR PROBABLY HAD BEEN DEPLOYED TO LIPETSK AIRFIELD WEST, WHERE AN INCREASE OF FOUR FROGFOOT A WAS OBSERVED [Redacted] (SWN)

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ONE FROGFOOT A WAS SEEN ON A REVETTED HARDSTAND AT SAKI AIRFIELD FOR THE FIRST TIME ON [Redacted] ONE OF THE TWO FROGFOOT AT SAKI WAS IN FRONT OF THE SKI-JUMP RAMP POSSIBLY PREPARING FOR A COMPATIBILITY TEST FOR A RAMP-ASSISTED LAUNCH. THE OTHER FROGFOOT WAS IN THE DISPERSAL AREA NOW USED BY AIRCRAFT ASSOCIATED WITH TESTING FOR THE CATAPULT AND THE SKI-JUMP RAMP. BOTH FROGFOOT HAD DEPARTED THE AIRFIELD [Redacted] (SWN)

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FROGFOOT AIRFIELDS AS [Redacted]

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DEPLOYMENT AIRFIELDS

CHERNOVO-GLINSKOYE

NINE TO 10 FROGFOOT A

[Redacted]

25X1

TIRASPOL

NONE (PROBABLY DEPLOYED TO CHERVONO-GLINSKOYE)

[Redacted]

25X1

BAGRAM

SIX TO 14 FROGFOOT A

[Redacted]

25X1

SHINDAND

NONE (PROBABLY DEPLOYED TO BAGRAM)

[Redacted]

25X1

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[Redacted]

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NPIC/IEG (2/84)
8 FEBRUARY 1984

TRAINING AIRFIELDS

SITAL CHAY

27 TO 29 FROGFOOT A

[Redacted]

25X1

LIPETSK WEST

TWO TO SEVEN FROGFOOT A

[Redacted]

25X1

MAINTENANCE FACILITIES

MARY NORTH

FOUR TO SIX FROGFOOT A

[Redacted]

25X1

CHIRCHIK

THREE FROGFOOT A

[Redacted]

25X1

PRODUCTION AND TEST FACILITIES

TBILISI/SOGANLUG

FOUR TO NINE FROGFOOT A

[Redacted]

25X1

RAMENSKOYE FLIGHT TEST CENTER

TWO TO THREE FROGFOOT A

[Redacted]

25X1

AKHTUBINSK/VLADIMIROVKA

TWO TO FOUR FROGFOOT A

[Redacted]

25X1

(THE ABOVE INFORMATION IS CLASSIFIED SWN)

ANALYST'S COMMENTS -- ONE PREPRODUCTION VARIANT IS INCLUDED IN THE TOTAL AT RAMENSKOYE FLIGHT TEST CENTER. THE ONLY NOTICEABLE DIFFERENCE BETWEEN THE PRODUCTION VARIANT AND PREPRODUCTION MODEL IS THE LACK OF WING FENCES ON THE PRODUCTION MODEL. (SWN)

[Redacted]

[Redacted]

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[Redacted]

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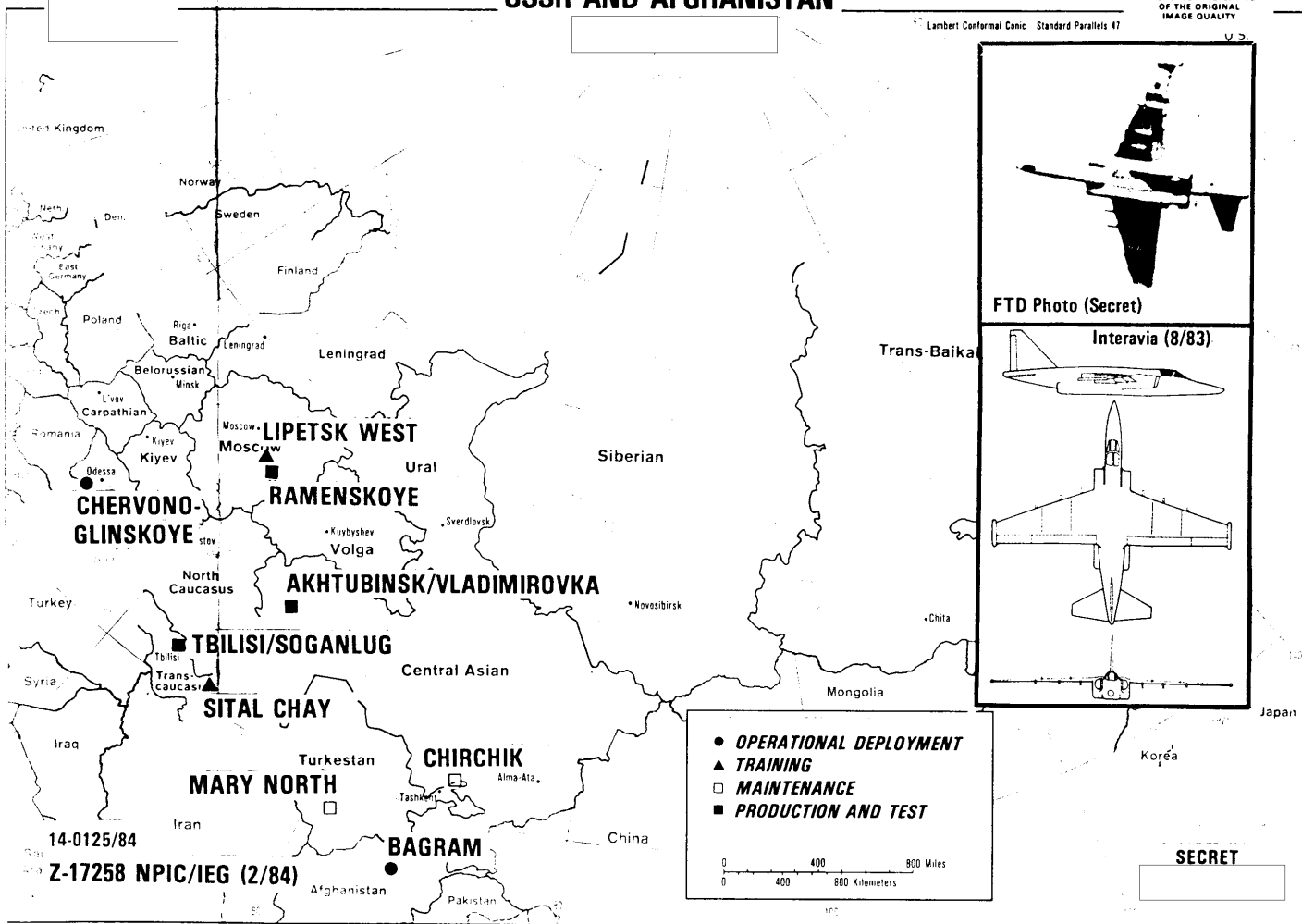
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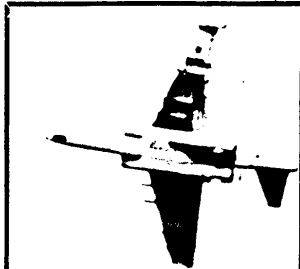
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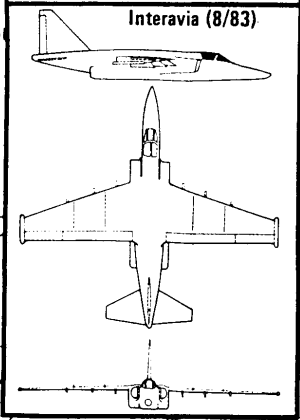
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Interavia (8/83)

- OPERATIONAL DEPLOYMENT
- ▲ TRAINING
- MAINTENANCE
- PRODUCTION AND TEST

0 400 800 Miles
0 400 800 Kilometers

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