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[redacted] 25X1

WNINTEL

basic imagery interpretation report

Lukhovitsy Airframe Plant, USSR (S)

STRATEGIC WEAPONS INDUSTRIAL FACILITIES

[redacted] 25X1

USSR

~~Secret~~

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FEBRUARY 1984
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DISSEMINATION CONTROL ABBREVIATIONS

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INSTALLATION OR ACTIVITY NAME	COUNTRY
Lukhovitsy Airframe Plant Lukhovitsy Airfield	UR UR

UTM COORDINATES	GEOGRAPHIC COORDINATES
NA NA	54-55-02N 039-02-18E 54-54-20N 039-01-37E

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MAP REFERENCE

SAC. USATC, Series 200, Sheet 0166-6, Scale 1:200,000

		NEGATION DATE (if required)
		NA

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ABSTRACT

1. This report updates NPIC report [redacted] and satisfies the basic reporting requirement. It covers construction, production, and testing at Lukhovitsy Airframe Plant [redacted] and includes activity observed at Lukhovitsy Airfield [redacted], the test and flyaway field for the plant. (S/WN)

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2. This report includes a location map, eight annotated photographs, one chart showing representative observations of FLOGGER and FULCRUM, and one table of mensural data. (S/WN)

INTRODUCTION

3. Lukhovitsy Airframe Plant is 68.5 nautical miles (nm) southeast of Moscow and 3.5 nm south of Lukhovitsy (Figure 1). The plant is adjacent to the northern side of Lukhovitsy Airfield and is supported by a crate assembly and transshipment facility north of the plant and a construction support facility to the east (Figure 2). The crate assembly and transshipment facility produces containers for FLOGGER fuselages and components, and the construction support facility provides building materials for construction projects at the plant. (S/WN)

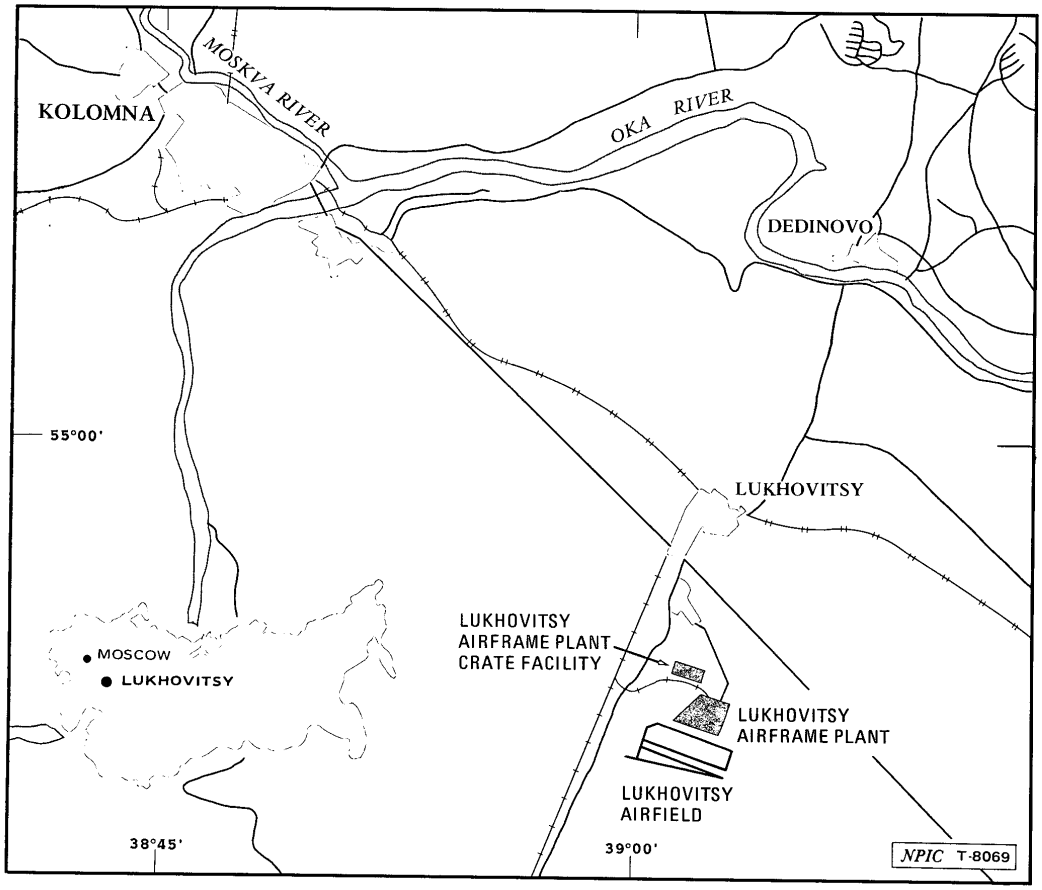

FIGURE 1. LOCATION OF LUKHOVITSY AIRFRAME PLANT AND LUKHOVITSY AIRFIELD, USSR

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4. Lukhovitsy Airframe Plant and Lukhovitsy Airfield serve as the final assembly, checkout, and flight test point for aircraft produced at Moskva (Moscow) Airframe Plant 30 [redacted] However, aircraft activity and construction during this period suggest that Lukhovitsy Airframe Plant is being prepared to take an increased role in the production of Mikoyan-designed aircraft. This possibility is indicated by the new facilities under construction, which could lend themselves to the production and final assembly of new-generation aircraft. (S/WN) 25X1

BASIC DESCRIPTION

Construction

Airframe Plant

5. The most significant construction identified during this reporting period was a new, large, probable aircraft assembly complex in the northwestern corner of the facility. The complex consists of an assembly building (Table 1 and Figure 3, item 81), a probable engineering/shop building (item 82), and several support buildings in various stages of construction (items 83-85). (S/WN)

6. The new assembly building (item 81) is divided into three sections: section A is probably an engineering workshop; section B is a probable subassembly hall; and section C is a probable assembly/final assembly hall. When complete, the building will increase the floorspace devoted to the assembly/production of aircraft at this plant by 13,197 square meters. (S/WN)

7. In addition to the large assembly building, a new probable engineering/shop building (item 82) was under construction at the plant. The shop, [redacted] was in the early-to-midstage of construction with several walls in place for probable offices. This building, adjacent to the new assembly building, increases the floorspace devoted to administration/engineering by 734 square meters. Although only one floor had been constructed, the presence of a large overhead crane and the absence of any attempt, thus far, to roof the building suggest that additional floors will be added. (S/WN)

8. Other new construction at the plant during this reporting period included an administration/support addition (item 6b) in the administration/engineering compound; a fuel storage tank (item 34b), a support and passageway addition (items 35b and c) to the fuel pumping station, and a support section (item 37b) in the heating plant area; and a transshipment building (item 88) in the transshipment area. An addition to the test shed (item 75b) was built, two excavations (item 80) were dug, a storage/support building (item 87) was constructed, and early construction on a probable support building (item 86) was also observed during this period in the plant area. (S/WN)

9. Construction was completed at the plant on a probable shop building (item 57) in the northwestern area and on an assembly subsection (item 59d) of the assembly/final assembly building. In addition, construction was completed on a maintenance/checkout hangar in the southeastern plant area (Figure 4, item 17). (S/WN)

10. The total floorspace added to the plant during this period is 17,031 square meters (not including buildings in such early stages of construction that floorspace could not be estimated): 13,311 square meters for final assembly, checkout, and maintenance of aircraft; 2,304 square meters for administration/engineering; and 1,416 square meters for support. This brings the total floorspace at the plant to 193,948 square meters. (S/WN)

Airfield

11. At the airfield, a vehicle storage shed (Table 1 and Figure 3, item 77) and a support building (item 78) were constructed; an aircraft parking apron was completed (item 72); and construction had begun on a probable support building (item 79) in the operations area. In addition, adjacent to the control tower, construction on an administration/support building (item 89) had begun and construction on a vehicle storage addition (item 23b) to a vehicle maintenance building was completed. An aircraft shelter (Figure 4, item 21) was also constructed on the easternmost aircraft parking apron. (S/WN)

Assembly and Transshipment Facility

12. During this reporting period, a 739-square-meter roof was built over a work area near the overhead crane (Figure 5, item 44c) and two storage buildings were constructed (items 47 and 48). These additions increased the floorspace at the facility by 1,448 square meters, bringing the total floorspace to approximately 32,200 square meters. (S/WN) 25X1

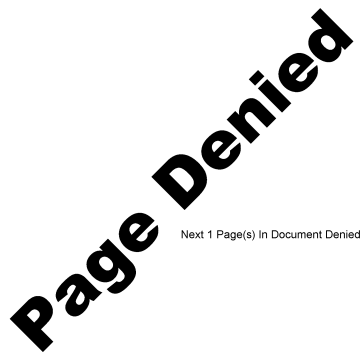
Production

13. The Lukhovitsy Airframe Plant and Airfield complex is the final assembly, flight test, and checkout point for aircraft produced at Moscow Airframe Plant 30. Throughout most of this reporting period, Moscow Airframe Plant 30 was devoted exclusively to producing FLOGGER aircraft (Figure 6). However, the initial sighting of FULCRUM As (MiG-29, Figure 7) at the Lukhovitsy complex in early 1982, their continued sightings throughout 1982, and the subsequent increase in sightings during 1983 indicate that Moscow Airframe Plant 30 was also engaged in producing FULCRUM A aircraft during the latter part of this reporting period. (S/WN)

FLOGGER

14. Collateral sources[1] have indicated FLOGGER E, F, G, and H are produced at Moscow Airframe Plant 30. When imagery interpretability was sufficient, primarily FLOGGER Gs were identified at the airfield, with FLOGGER B/E and D/F/H identified occasionally. (S/WN)

15. Although limited coverage of Lukhovitsy Airframe Plant was available during the first three years of this reporting period, relatively high counts of FLOGGER aircraft were observed during 1979-1981, with 25 to 98 present (Chart 1). However, by early 1982, a significant decline in the



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number of FLOGGERs was observed, with 2 to 30 normally observed during 1982 and 1983. The decline was particularly evident during 1983, when a high count of 16, a low of 0, and a normal range of 2 to 6 were observed. (S/WN)

FULCRUM A

16. The FULCRUM A (formerly RAM L) is a new Mikoyan-designed air superiority fighter under development. The FULCRUM A (probably similar in role to the US F-18) is characterized by dual vertical stabilizers, twin engines, and a high-visibility canopy (Figure 7). (S/WN)

17. a FULCRUM A was confirmed at the Lukhovitsy complex for the first time. (A possible FULCRUM A may have been here 25X1
25X1
the FULCRUM A had been observed only at 25X1
Ramenskoye Flight Test Center 25X1
and Akhtubinsk Flight Test Center
A single FULCRUM A was occasionally present at Lukhovitsy for the remainder of 1982, but by February 1983 the number of FULCRUM As had increased to three. 25X1

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Chart 1.
Representative Observations of FLOGGER and FULCRUM, Lukhovitsy Airframe Plant and Lukhovitsy Airfield, February 1979–September 1983

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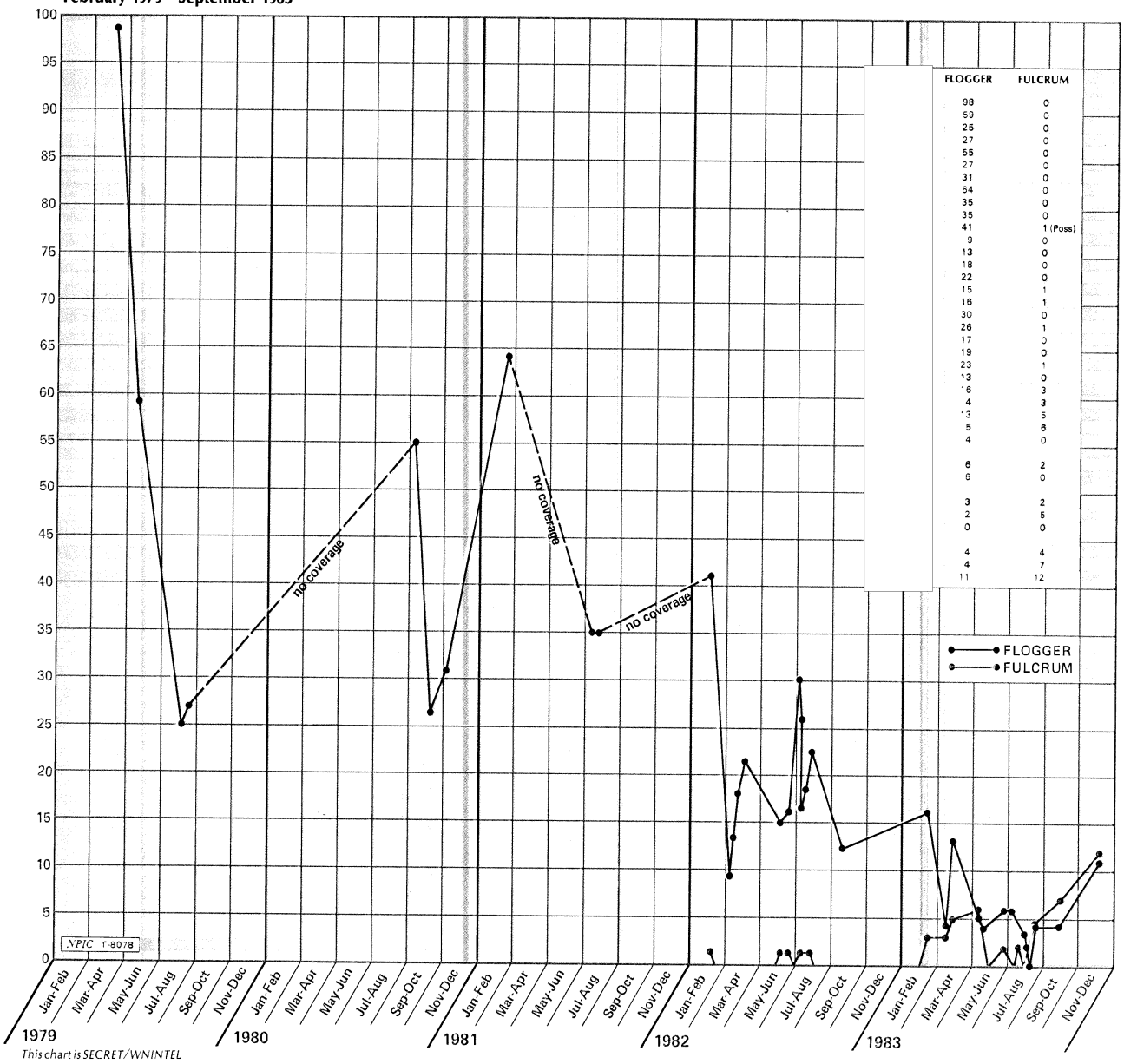

FLOGGER	FULCRUM
98	0
59	0
25	0
27	0
55	0
27	0
31	0
64	0
35	0
35	0
41	1 (Poss)
9	0
13	0
18	0
22	0
15	1
16	1
30	0
26	1
17	0
19	0
23	1
13	0
16	3
4	3
13	5
5	6
4	0
6	2
6	0
3	2
2	5
0	0
4	4
4	7
11	12

This chart is SECRET/WNINTEL

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FULCRUM As were continuously present, with counts ranging from two to seven. The only exceptions were when a high count of 12 FULCRUM As were present, and on those coverages that fell on Sundays, when all FULCRUM As were removed from sight. (S/WN) (S/WN)

18. Unusual activity regarding the FULCRUM was observed on three coverages late in the reporting period. one of the seven FULCRUM As present was on the parallel taxiway with its starboard horizontal stabilizer removed and a cable-connected service vehicle nearby. three of the four FULCRUM As present were canvas covered and had both horizontal stabilizers removed; one was without vertical stabilizers (Figure 8). three of the seven FULCRUM As present were without horizontal stabilizers. On all three coverages, two to three control surfaces (horizontal/vertical stabilizers) were visible on probable dollies, primarily in a crating area adjacent to the assembly/checkout building in the southwestern plant area. (S/WN)

19. The absence of horizontal stabilizers on FULCRUM As on these coverages may relate to a problem with the control surfaces of the aircraft, or the FULCRUM As may have been recently assembled aircraft from the plant. Alternatively, they may have been aircraft being readied for delivery. (S/WN)

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20. Since the initial confirmed sighting of a FULCRUM A at the complex, the aircraft have been observed in various areas of the airfield. A shelter has been constructed on the easternmost aircraft parking apron to accommodate the aircraft and an addition has been built on the aircraft test shed. In addition to being observed on the parking apron normally associated with newly produced aircraft, FULCRUM As have been observed on the compass rose, on the runway, in the final production area at the southeastern end of the plant, in the test shed area, and on the taxiways. This activity, the continual sightings of the FULCRUM As, the subsequent increase in the number of FULCRUM As, and the concurrent decrease in the number of FLOGGERs suggest that

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A. the FULCRUM A has entered series production;

B. Moscow Airframe Plant 30 is devoting more of its capability to producing the FULCRUM A instead of the FLOGGER;

C. the FULCRUM A is being flight tested at Lukhovitsy Airfield; and

D. the production of FLOGGER aircraft may soon be phased out at Plant 30. (S/WN)

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Other Aircraft Activity

Fighters

21. Throughout this reporting period, at least one FITTER was observed on the parking apron adjacent to the assembly/final assembly building. The count ranged from one to three during 1979-1981, decreased to one from 1982 to August 1983, and increased to two for the remainder of this period. The second FITTER observed in the area in August 1983 was present as a result of an apparent crash landing of one of the aircraft On a late-model, camouflage-painted FITTER was approximately 1 nm off the east end of the parallel taxiway, having left a skid mark approximately 450 meters long (Figure 9). Subsequent coverage revealed that the aircraft had been moved to the parking apron. Another aircraft that appears to be permanently stationed at the airfield is a FISHBED, which was first identified here and which has been present continuously ever since. (S/WN)

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22. Visiting aircraft at the airfield during this period included one to three FLAGONs and a FROGFOOT A (S/WN)

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Bombers

23. The number of BEAGLE aircraft ranged from two to six during this reporting period. While the aircraft may have been active in 1979, they were subsequently moved to a grassy area adjacent to the control tower, and appear to be in storage. In addition, one to three BADGERs were at the airfield from March to June 1982. (S/WN)

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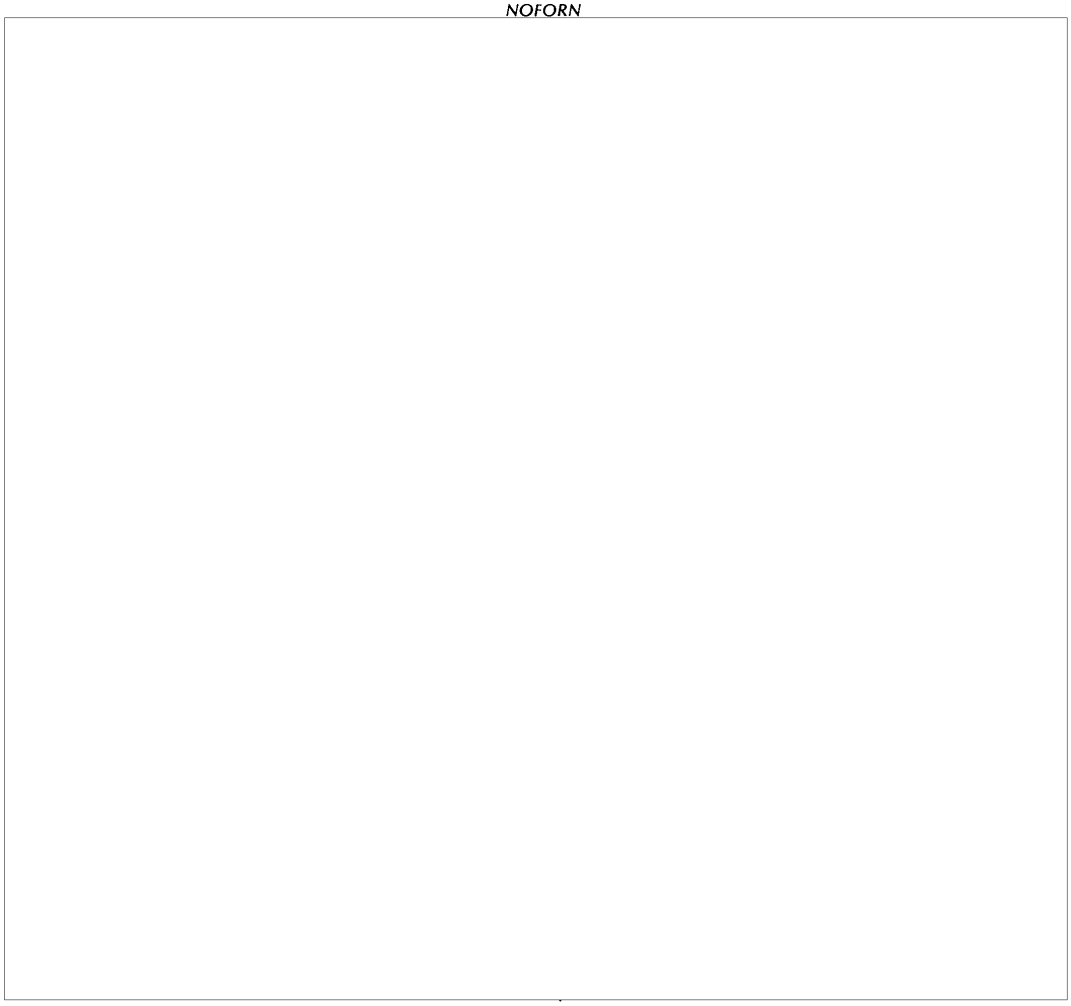

Transports

24. a modified COOT was present. This aircraft had a nose extension and possibly a tail extension and is believed to be associated with missile tests. Other significant activity occurred when a COCK was being loaded with a possible FLOGGER fuselage probably for transshipment to Syria, where FLOGGER Gs were observed in the Middle East for the first time at Sayqal Airfield Aircraft frequently observed at the airfield during this period include COOT, COOKPOT, CUB, CRATE, and COKE/CURL. (S/WN)

Airborne Electronics Testing

25. Lukhovitsy Airframe Plant is also involved with airborne electronics testing, as indicated by the presence of the electronics test/calibration facility in the north-central plant area (Figure 2). The identification of a FLAT JACK radar at the facility (an indication of a test program involving airborne early warning systems), and the occasional sighting of modified aircraft at the airfield suggest that the facility is involved in the testing/calibration of several airborne electronics systems. This activity could account for the frequent observation of the previously mentioned aircraft. (S/WN)

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REFERENCES

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MAPS

SAC. US Air Target Chart, Series 200, Sheet 0166-6, Scale 1:200,000 (UNCLASSIFIED)

DOCUMENTS

1. DIA. DST-1320S-105-82, *FLOGGER Weapon System (U)*, 5 Apr 82, page 1, (SECRET/WNINTEL/NOFORN)

*Extracted information is SECRET/WNINTEL/NOFORN

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REQUIREMENT

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