

SECRET

NO FOREIGN DISSEM

25X1C

PHOTOGRAPHIC INTERPRETATION MEMORANDUM



**NORTH VIETNAMESE
AIRFIELD CONSTRUCTION**

NPIC/R-119/68

OCTOBER 1968

Declass Review, NIMA/DoD

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

SECRET

NO FOREIGN DISSEM

25X1C

WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

Approved For Release 2000/06/30 : CIA-RDP78B04560A00640010047-7

RECORD COPY			PUB. DATE	LOCATION	MASTER	DATE RECEIVED	LOCATION							
DISPOSITION DATE(S)			DATE	CUT TO COPIES	DATE	COPIES DESTROYED	MAXIMUM							
CUT TO COPIES			DATE	CUT TO COPIES	DATE									
CUT TO COPIES			DATE	CUT TO COPIES	DATE									
CUT TO COPIES			DATE	MASTER	DATE									
DATE			RECEIVED OR ISSUED			NUMBER OF COPIES			RECEIVED OR ISSUED			NUMBER OF COPIES		
MO.	DAY	YR.	REC'D	ISS'D	BAL	MO.	DAY	YR.	REC'D	ISS'D	B			
10	31	68	38		38									
				1	37									
				1	36									
					10									
				10	0									

25X1C

505119

25X1C

NORTH VIETNAMESE AIRFIELD CONSTRUCTION

Since the imposition of US bombing restrictions on 31 March 1968, the North Vietnamese have made a concerted effort to repair and expand their operational airfields and to complete the two airfields which had previously been under construction (Figure 1). Outside assistance is suggested by the different construction techniques observed at the airfields. When construction is completed, the North Vietnamese will have significantly extended the operating range of their aircraft in all directions and increased their dispersal and recovery capabilities.

25X1D

The runway and taxiway at Yen Bai were completed in [REDACTED] after a noticeable increase in the rate of construction. The extremely crude construction method employed at this airfield (hand pouring concrete directly into pre-positioned molds) is similar to airfield construction throughout southern China. The same construction method has been recently employed at Kep (Figure 2) where the airfield's capacity is being expanded by a runway extension and the conversion of a taxiway to a secondary runway.

Concrete slabs are being fabricated near Haiphong/Kien An Airfield for use in resurfacing the taxiway and repairing a parking apron. A similar concrete fabrication area has been recently identified in the vicinity of Phuc Yen (Figure 3); however, the slabs are not currently in use at Phuc Yen airfield.

25X1D

In contrast to these two methods of concrete construction, the runway at Bai Thuong was surfaced with Soviet-type pierced steel planking (PSP) between [REDACTED] (Figure 4). This type of PSP has not been observed previously in North Vietnam. Although an adjacent natural surface strip had been operational at Bai Thuong, the surfacing of the main runway greatly increases the operating capability in the southern Panhandle.

Other airfield repair and expansion observed since the bombing cessation includes the completion of a secondary runway at Hoa Lac, the filling of bomb craters at Vinh, and the initial construction of a possible runway extension or overrun at Hanoi/Gia Lam.

In addition to the airfield construction, there has been an increase in the North Vietnamese aircraft inventory. These concurrent developments suggest the North Vietnamese intend to expand their air operations.

NPIC Project: 250016AJ

NO FOREIGN DISSEM

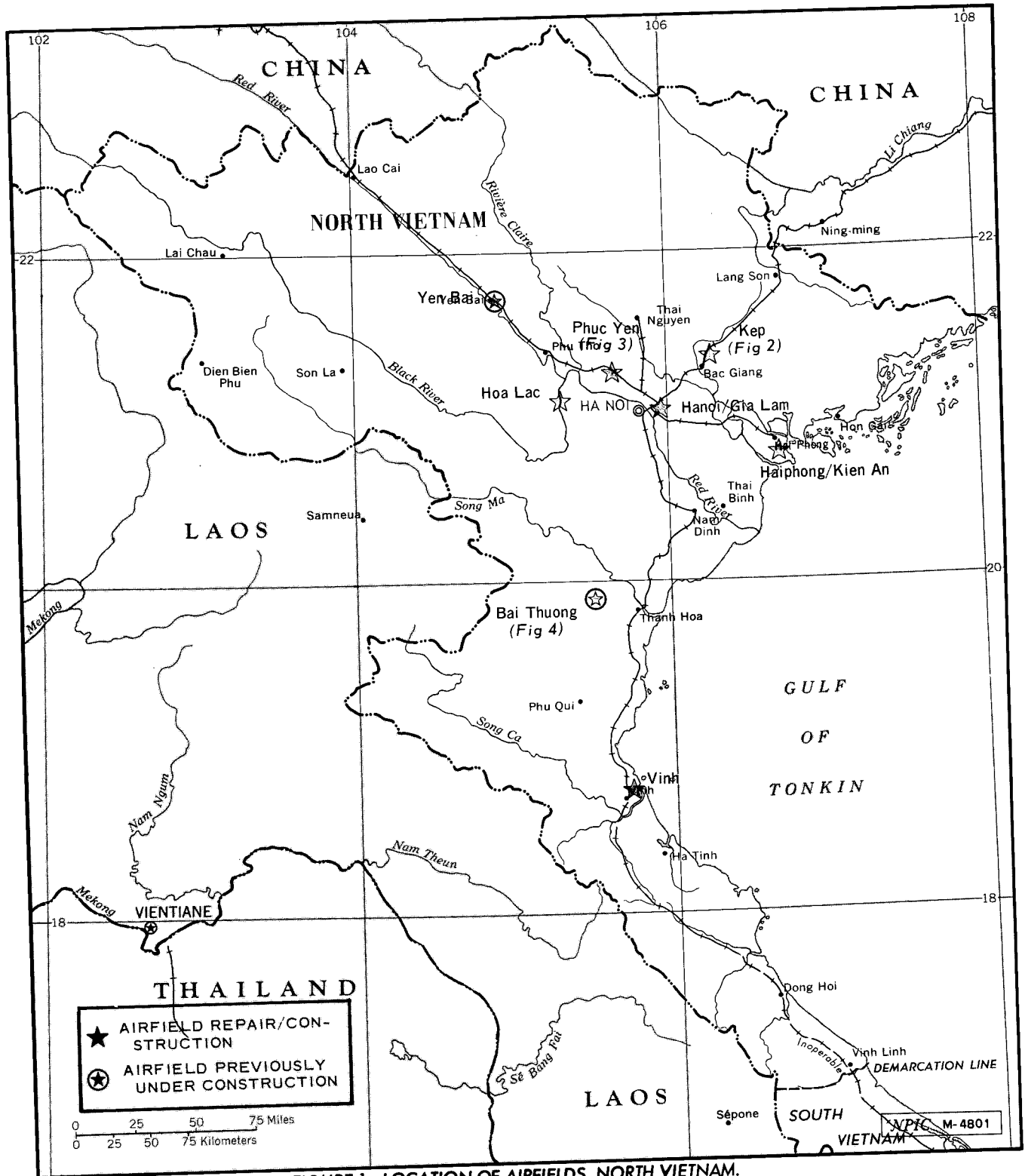


FIGURE 1. LOCATION OF AIRFIELDS, NORTH VIETNAM.

25X1C

SECRET

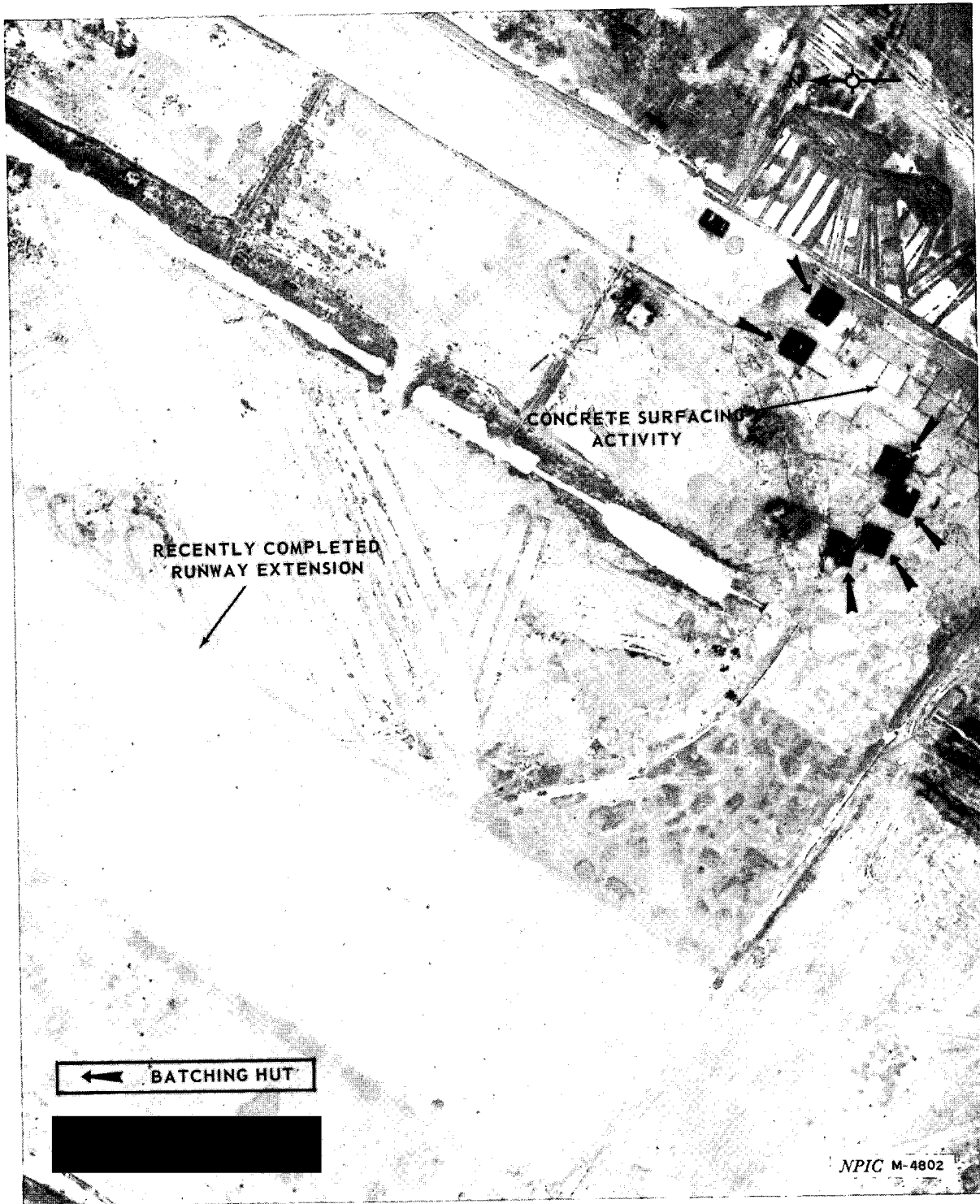


FIGURE 2. CONSTRUCTION ACTIVITY, KEP AIRFIELD.

25X1D

25X1C



FIGURE 3. CONCRETE SLAB FABRICATION, PHUC YEN AREA.

25X1D

- 4 -

25X1C

SECRET

NO FOREIGN DISSEM

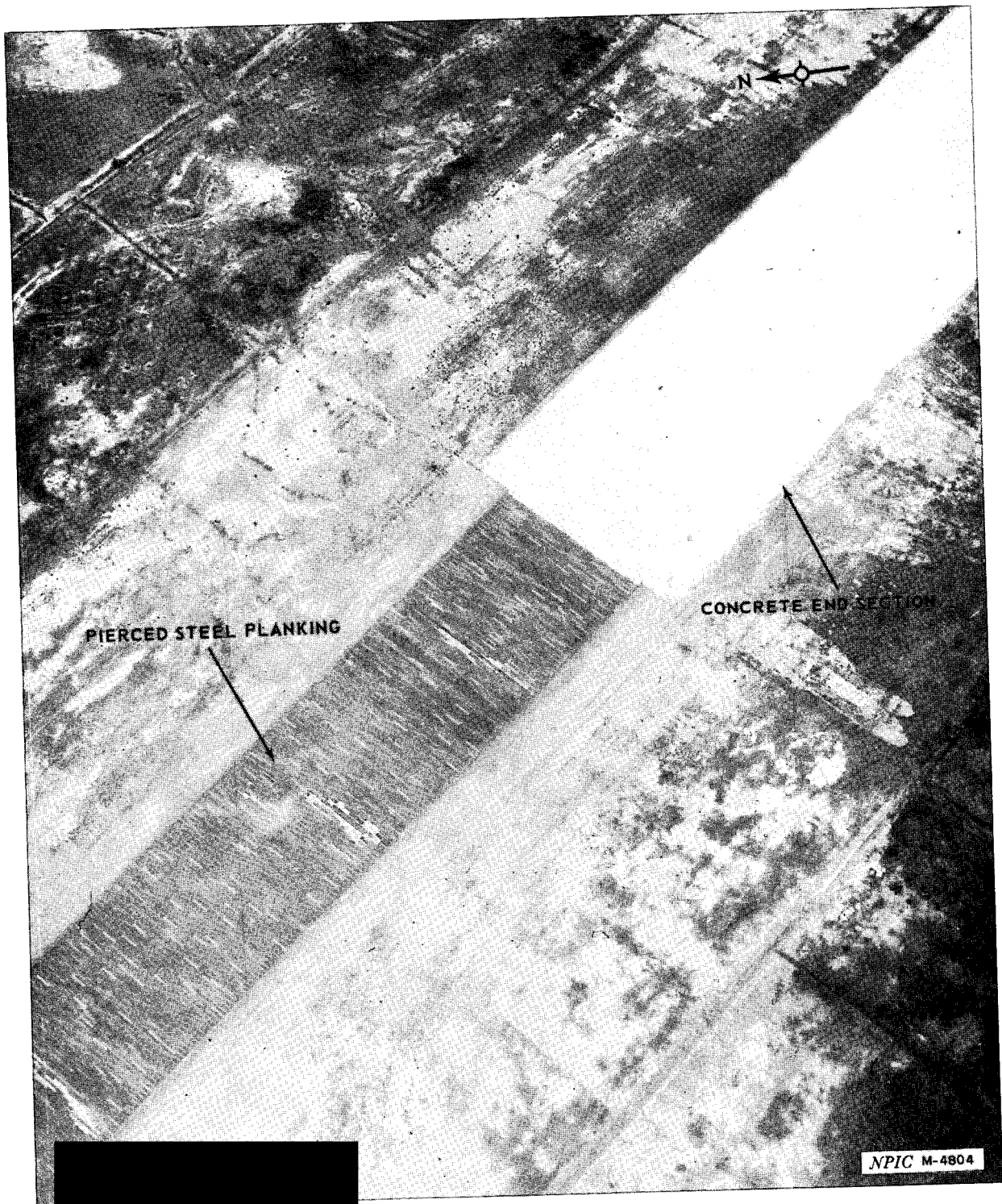


FIGURE 4. RUNWAY SURFACING, BAI THUONG AIRFIELD.

25X1D

- 5 -

25X1C

SECRET

NO FOREIGN DISSEM

25X1C

Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010047-7

Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010047-7