Top Secret

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25X1

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**B**ASIC
**I**MAGERY
**I**NTERPRETATION
**R**EPORT

# KAZAN AIRFRAME PLANT B-387 (S)

25X1

## STRATEGIC WEAPONS INDUSTRIAL FACILITIES
## USSR
## JULY 1979

Top Secret

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RCA-09/0016/79

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| INSTALLATION OR ACTIVITY NAME | | | | COUNTRY |
|---|---|---|---|---|
| Kazan Airframe Plant B-387<br>Kazan Northwest Heliport | | | | UR |
| UTM COORDINATES | GEOGRAPHIC COORDINATES | CATEGORY / BE NO. / COMIREX NO. | | NIETB NO. |
| NA | 55-51-18N 049-02-20E<br>55-51-30N 049-02-15E | | | NA 25X1 |

MAP REFERENCE

DMAAC. USATC, Series 200, Sheet 0165-1, scale 1:200,000

| LATEST IMAGERY USED | NEGATION DATE (If required) |
|---|---|
| [redacted] | NA 25X1 |

## ABSTRACT

1. (TSR) This report discusses construction and production activity observed at Kazan Airframe Plant B-387 in the USSR from [redacted] the date of the earliest available overhead imagery, until [redacted] The report also discusses significant construction activity at Kazan Northwest Heliport, which is collocated with the plant and serves as its test and flyaway field. This report supersedes a previous NPIC report, [redacted] 25X1 25X1 25X1

2. (S/WNINTEL) Kazan Airframe Plant B-387 consists of 97 buildings and has a total approximate floorspace of 145,179 square meters. It is one of the primary facilities for the production of the MIL-designed Mi-8 (HIP) transport helicopter and the only known facility where the Mi-14 (HAZE A), the naval variant of the HIP, is produced. Prior to and concurrent with the production of the HIP helicopter, the Mi-4 (HOUND) transport helicopter was produced at this plant.

3. (S) This report includes a detailed description of the Kazan Airframe Plant B-387 and the Kazan Northwest Heliport. It also includes a location map, seven annotated photographs, and three tables of mensural and/or chronological data.

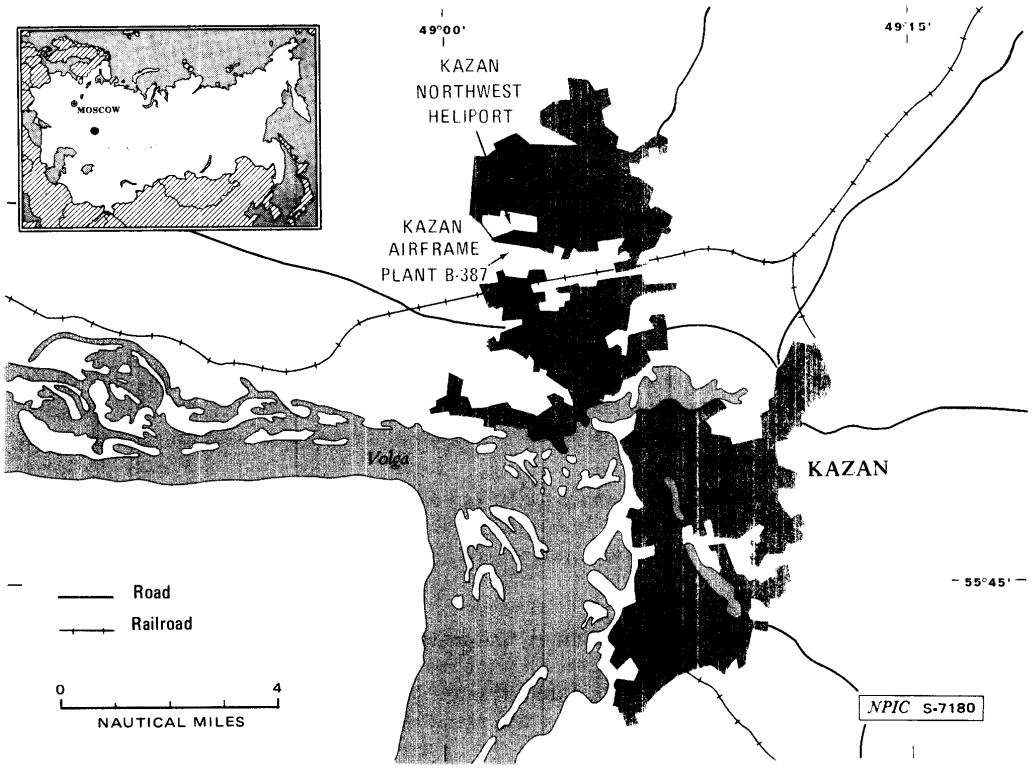


*FIGURE 1. LOCATION OF KAZAN AIRFRAME PLANT B-387 AND KAZAN NORTHWEST HELIPORT, USSR*

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## INTRODUCTION

4. (S) Kazan Airframe Plant B-387 is in the northern suburbs of Kazan in the western central portion of the USSR, approximately 400 nautical miles east of Moscow (Figure 1). The area surrounding the plant is gently rolling with elevations ranging from 76 to 106 meters. The plant is bounded on the north by the Kazan Northwest Heliport and by urban growth on the east side, with room for expansion to the south and west. The plant is served by all-weather road and rail.

## BASIC DESCRIPTION

5. (TSR) Kazan Airframe Plant B-387 consists of the main plant area and a separately secured MIL OKB (experimental design bureau) research and development area (Figure 2). The installation covers an area of 188.4 hectares and is 91.0 meters above sea level.

### Main Plant Area

6. (TSR) Of the 97 buildings at the installation, 80 are a part of the main plant area. Four of these 80 buildings are production related, 17 are direct support, and 59 are general-purpose support. The four production-related buildings include one subassembly building (item 21, Table 1 and Figure 3), one assembly building (item 75), one final assembly building (item 82), and one assembly/checkout building (item 85). These buildings contain approximately 97,937 square meters of floorspace.

7. (TSR) The direct support buildings include eight shop buildings (items 13, 19, 25, 33, 60, 63, 68, and 86), three engineering/shop buildings (items 28, 51, and 58), two shop/support buildings (items 70 and 91), one shop/compressor building (item 73), one shipping container fabrication building (item 83), one probable weapons calibration building (item 93), and one administration/-engineering building (item 96). The direct support buildings contain approximately 21,019 square meters of plant floorspace.

8. (TSR) The general-purpose support buildings include 26 storage buildings (items 1, 6, 7, 11, 12, 14, 18, 22—24, 27, 29, 52—57, 64, 65, 69, 77—80, and 87), 17 support buildings (items 4, 9, 10, 15—17, 30, 59, 61, 62, 67, 81, 84, 89, 90, 94, and 95), and seven storage/support buildings (items 3, 5, 20, 31, 50, 66, and 72). Other support buildings include two pumping stations (items 26 and 92), a probable pumping station (item 74), a pump control building (item 76), a compressor building (item 71), a vehicle storage building (item 88), a rotor test stand control building (item 8), a fire station (item 2), and a security building (item 97). These general-purpose support buildings account for approximately 18,867 square meters of floorspace.

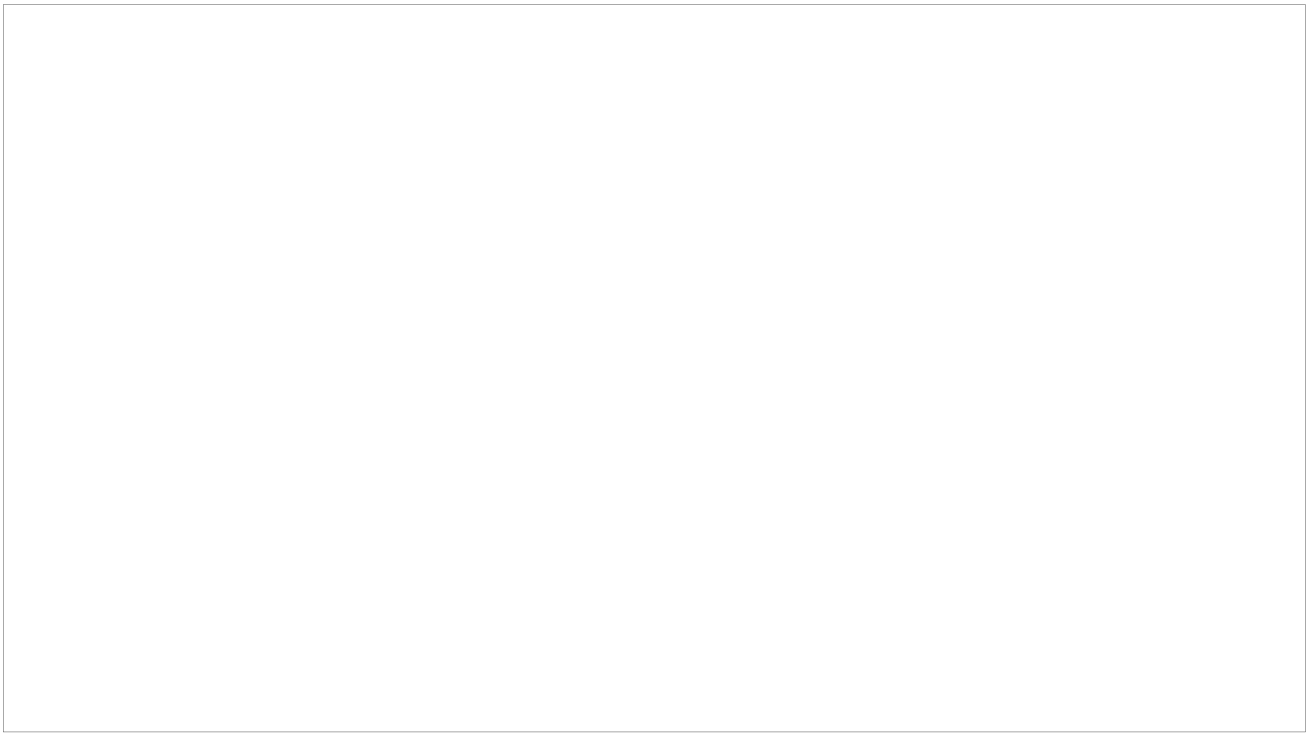
### Research and Development Area (MIL OKB)

9. (TSR) A separately-secured research and development area (Figure 2), which is a branch of the MIL OKB, is south of and directly associated with the main plant area. Several of the 17 buildings included in this area (primarily the engineering/shop building and the laboratory/engineering building) are buildings which are normally associated with any design bureau. The engineering/shop building (item 45, Table 1 and Figure 3) contains a high-bay hangar section large enough to accommodate a medium helicopter, and the laboratory/engineering building (item 40) contains several small wind tunnels, probably the blow-down-to-atmosphere variety, and at least four sets of pressure bottles. Also in this area are 11 storage buildings (items 34—36, 38, 39, 41—44, 47, and 48), three storage/support buildings (items 32, 46, and 49), and one pumping station (item 37). The 17 buildings in the research and development area contain approximately 7,356 square meters of floorspace.

10. (TSR) The total building floorspace for Kazan Airframe Plant B-387, including both the main plant area and the research and development area with an addition (item 61b) under construction as of [redacted] is approximately 145,179 square meters. 25X1

### Other Facilities

11. (TSR) In addition to the 97 buildings, the installation also contains two underground storage tanks (completed by 1964) which are [redacted] in diameter and a POL facility which contains 12 aboveground cylindrical POL tanks (Figure 3). The 12 POL tanks have a storage capacity of 546,596 liters. Adjacent to the rotor test stand control building (item 8) is a rotor test stand cage (Figure 3) which is [redacted] in diameter. There is a paved transshipment area and a vehicle parking lot at the southern edge of the plant outside the fenceline (Figure 3). In addition, there are two banks of induced-draft cooling towers, one bank with five fans and one bank with three fans which were completed by July 1972 and June 1975, respectively. 25X1 25X1



### Test and Flyaway Field

12. (TSR) On the north side of the plant is the test and flyaway field, Kazan Northwest Heliport (Figures 2 and 3). The field includes a large concrete helipad in diameter, a short east/west concrete runway in length, and 23 hardstands. The field also contains a large parking apron, a compass rose, and a probable electronics calibration facility. Fourteen unnumbered small support buildings/sheds are interspersed throughout the parking area adjacent to the hardstands (Figure 3).

### Construction Chronology

13. (TSR) The earliest overhead imagery available for use in this report was acquired on At that time, an assembly/checkout building (item 85, Table 1 and Figure 3), a final assembly building (item 82), two shop buildings (items 60 and 86), and a laboratory/engineering building (item 40a) were observed complete.

14. (TSR) Between the rotor test stand cage (Figure 3), a subassembly building (item 21), an engineering/shop building (item 58), a support building (item 4), and two storage buildings (items 24 and 35) were completed. By 28 additional buildings had been constructed and a part of the final assembly building (item 82) had been destroyed by fire or explosion. A rotor test stand control building (item 8), nine storage buildings (items 18, 22, 23, 27, 34, 42, 47, 48, and 69), five support buildings (items 10, 15a, 62, 67, and 90), three storage/support buildings (items 20, 31a, and 72), three pumping stations (items 26, 37, and 92), one shop building (item 25), and an engineering/shop building (item 45a and b) were observed complete. Also constructed were a pump control building (item 76), a shipping container fabrication building (item 83), and three buildings adjacent to the shipping container fabrication building which were later razed in 1978 (Figure 3).

15. (TSR) By the plant comprised 30 buildings with a total floorspace of 65,301.2 square meters (excluding the three recently razed buildings).

16. (TSR) Between 1966 and 1970, construction activity was light. A runway was constructed (Figure 3) and repairs were made on the final assembly building (item 82, Table 1 and Figure 3). Two storage buildings (items 43 and 77) and two support buildings (items 81 and 94) were also completed. Only of additional floorspace was constructed during this period.

17. (TSR) Between 1970 and 1973 construction activity increased significantly in anticipation of accelerated HIP helicopter production, with production-related floorspace almost doubling. A large assembly building (item 75) and a shop building (item 19) were constructed. Fourteen storage buildings (items 1, 6, 7, 9, 53—57, 64, 65, 79, 80, and 87), a storage/support building (item 32), a shop/compressor building (item 73), a probable pumping station (item 74), a support building (item 89), and a security building (item 97) were also completed. In addition, a storage section (item 45c) was added to the engineering/shop building and a support section (item 31b) was added to a storage/support building.

18. (TSR) Twenty-one new buildings and two building additions were constructed between adding a total of 53,577.3 square meters of floorspace to the facility.

## Table 1

**Construction Activity at Kazan Airframe Plant B-387**
**February 1960 – March 1979**

**(Keyed to Figure 3)**

This table in its entirety is classified TOP SECRET RUFF

| Item | Function | Dimensions (m*) L | W | H | Floorspace (sq m) | Observed Complete | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | Stor bldg | | | | | | Single story |
| 2 | Fire station | | | | | | Tower height |
| 3 | Stor/spt bldg | | | | | | Single story |
| 4 | Support bldg | | | | | | Single story; poss animal shelter |
| 5 | Stor/support bldg | | | | | | Single story |
| 6 | Stor bldg | | | | | | Single story |
| 7 | Stor bldg | | | | | | Single story |
| 8 | Rotor test stand control bldg | | | | | | Single story |
| 9 | Support bldg | | | | | | Single story |
| 10 | Support bldg | | | | | | 2 stories |
| 11 | Stor bldg | | | | | | Single story |
| 12 | Stor bldg | | | | | | Single story |
| 13 | Shop bldg | | | | | | |
| a | Shop sec | | | | | | Single story |
| b | Shop sec | | | | | | 2 stories |
| 14 | Stor bldg | | | | | | Single story |
| 15 | Support bldg | | | | | | |
| a | Support sec | | | | | | Single story |
| b | Support sec | | | | | | 2 stories |
| c | Admin sec | | | | | | 2 stories |
| 16 | Support bldg | | | | | | Single story |
| 17 | Support bldg | | | | | | Single story |
| 18 | Stor bldg | | | | | | Small section added in 1977 |
| 19 | Shop bldg | | | | | | Single story |
| 20 | Stor/support bldg | | | | | | |
| 21 | Subassembly bldg | | | | | | |
| a | Subassembly sec | | | | | | Single story |
| b | Admin/engr sec | | | | | | 3 stories |
| c | Subassembly sec | | | | | | Single story |
| 22 | Stor bldg | | | | | | Single story |
| 23 | Stor bldg | | | | | | Single story |
| 24 | Stor bldg | | | | | | Single story |
| 25 | Shop bldg | | | | | | Small sec added by |
| 26 | Pumping station | | | | | | Single story |
| 27 | Stor bldg | | | | | | Single story |
| 28 | Engr/shop bldg | | | | | | |
| a | Admin/engr sec | | | | | | 2 stories |
| b | Shop sec | | | | | | |
| 29 | Storage bldg | | | | | | Single story |
| 30 | Support bldg | | | | | | Single story |
| 31 | Stor/support bldg | | | | | | Single story |
| a | Stor sec | | | | | | Height at peak of roof |
| b | Support sec | | | | | | Single story |
| 32 | Stor/support bldg | | | | | | Single story; prob warehouse |
| 33 | Shop bldg | | | | | | Single story, firing-in butt razed for bldg construction |
| 34 | Stor bldg | | | | | | |
| 35 | Stor bldg | | | | | | Single story |
| 36 | Stor bldg | | | | | | Single story |
| 37 | Pumping station | | | | | | Single story |
| 38 | Stor bldg | | | | | | Single story |
| 39 | Stor bldg | | | | | | Single story |
| 40 | Lab/engr bldg | | | | | | |
| a | Lab/engr sec | | | | | | Mainly 2 stories |
| b | Stor sec | | | | | | Single story |
| c | Admin/engr sec | | | | | | 3 stories |
| 41 | Stor bldg | | | | | | Single story |
| 42 | Stor bldg | | | | | | Single story; height at peak |
| 43 | Stor bldg | | | | | | Single story; height at peak |
| 44 | Stor bldg | | | | | | Single story |
| 45 | Engr/shop bldg | | | | | | |
| a | Shop sec | | | | | | Single story |
| b | Admin/engr sec | | | | | | 2 stories |
| c | Stor sec | | | | | | Small 40-sq-meter sec added by |
| 46 | Stor/spt bldg | | | | | | Single story |
| 47 | Stor bldg | | | | | | Single story |
| 48 | Stor bldg | | | | | | Single story |
| 49 | Stor/support bldg | | | | | | Single story |
| 50 | Stor/support bldg | | | | | | Single story |
| 51 | Engr/shop bldg | | | | | | |
| a | Shop sec | | | | | | Single story |
| b | Engr sec | | | | | | 3 stories |
| 52 | Stor bldg | | | | | | Single story |
| 53 | Stor bldg | | | | | | Quonset type |
| 54 | Stor bldg | | | | | | Quonset type |
| 55 | Stor bldg | | | | | | Quonset type |
| 56 | Stor bldg | | | | | | Quonset type |
| 57 | Stor bldg | | | | | | Quonset type |
| 58 | Engr/shop bldg | | | | | | Floorspace figures included a |
| a | Shop sec | | | | | | |
| b | Engr sec | | | | | | |
| 59 | Support bldg | | | | | | Single story |
| 60 | Shop bldg | | | | | | |
| a | Engr sec | | | | | | 2 stories |
| b | Shop sec | | | | | | Single story |
| 61 | Support bldg | | | | | | |
| a | Support sec | | | | | | Single story |
| b | Support sec | | | | | | Ucon |
| 62 | Support bldg | | | | | | Single story |
| 63 | Shop bldg | | | | | | |
| a | Shop sec | | | | | | 2 stories; small addition completed by |
| b | Engr/shop sec | | | | | | |
| 64 | Stor bldg | | | | | | Single story |
| 65 | Stor bldg | | | | | | Single story |
| 66 | Stor/support bldg | | | | | | Quonset type |
| 67 | Support bldg | | | | | | |
| 68 | Shop bldg | | | | | | |
| a | Shop sec | | | | | | Single story |
| b | Engr sec | | | | | | 2 stories |
| 69 | Stor bldg | | | | | | Single story |
| 70 | Shop/support bldg | | | | | | |
| a | Shop sec | | | | | | Single story |
| b | Support sec | | | | | | Single story |
| c | Support sec | | | | | | Single story |
| 71 | Compressor bldg | | | | | | |
| 72 | Stor/support bldg | | | | | | Single story |
| 73 | Shop/compressor bldg | | | | | | 2 stories; separately secured |
| 74 | Prob pumping station | | | | | | Separately secured |
| 75 | Assembly bldg | | | | | | |
| a | Final assembly sec | | | | | | Single story |
| b | Subassembly sec | | | | | | Single story |
| c | Admin/engr sec | | | | | | 4 stories |
| 76 | Pump control bldg | | | | | | Single story |
| 77 | Stor bldg | | | | | | Single story |
| 78 | Stor bldg | | | | | | Single story |
| a | Stor sec | | | | | | |
| b | Stor sec | | | | | | |
| 79 | Stor bldg | | | | | | Single story |
| 80 | Stor bldg | | | | | | Single story |
| 81 | Support bldg | | | | | | Single story |
| 82 | Final assembly bldg | | | | | | |
| a | Admin/engr sec | | | | | | 5 stories |
| b | Sub/final assem sec | | | | | | Single story |
| c | Shop sec | | | | | | 2 stories |
| d | Shop sec | | | | | | 2 stories |
| 83 | Shipping container fab bldg | | | | | | Single story |
| 84 | Support bldg | | | | | | |
| a | Support sec | | | | | | Single story |
| b | Support sec | | | | | | Single story |
| 85 | Assembly/checkout bldg | | | | | | |
| a | Admin/engr sec | | | | | | 2 stories |
| b | Subassembly sec | | | | | | Single story |
| c | Admin/engr sec | | | | | | 2 stories |
| d | Final assembly sec | | | | | | Single story |
| e | Checkout sec | | | | | | Single story |
| f | Engr/shop sec | | | | | | Connecting addition completed by |
| 86 | Shop bldg | | | | | | Single story |
| 87 | Stor bldg | | | | | | Single story |
| 88 | Veh stor bldg | | | | | | Single story |
| 89 | Support bldg | | | | | | Single story |
| 90 | Support bldg | | | | | | Single story |
| 91 | Shop/support bldg | | | | | | Single story |
| 92 | Pumping station | | | | | | Single story |
| 93 | Prob weapons calibration bldg | | | | | | Single story |
| 94 | Support bldg | | | | | | Single story |
| 95 | Support bldg | | | | | | Single story |
| 96 | Admin/engr bldg | | | | | | 2 stories |
| 97 | Security bldg | | | | | | Single story |
| | Total floorspace | | | | | | |

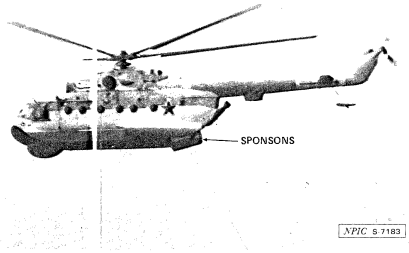



FIGURE 4. HAZE A HELICOPTER

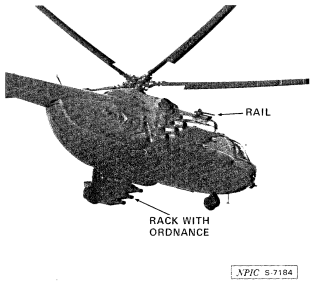



FIGURE 5. HIP F HELICOPTER

19. (TSR) A moderate amount of construction activity took place from January 1973 to March 1976. Five storage buildings (items 11, 29, 38, 39, and 41), four support buildings (items 30, 59, 84, and 95), two engineering/shop buildings (items 28 and 51), two shop/support buildings (items 70 and 91), and one shop building (item 68) were constructed. Also completed were two storage/support buildings (items 46 and 49), a compressor building (item 71), and a fire station (item 2). A support section (item 15b) was added to a support building and a storage section (item 40b) was added to a laboratory/engineering building.

20. (TSR) The additional floorspace provided by these 18 buildings and two additions increased overall floorspace by 9,844.7 square meters.

21. (TSR) A moderate amount of construction took place between March 1976 and March 1979, the information cutoff date for this report. An administration/engineering building (item 96), three shop buildings (items 13, 33, and 63), six storage buildings (items 12, 14, 36, 44, 52, and 78), and four storage/support buildings (items 3, 5, 50, and 66) were constructed. Also completed were three support buildings (items 16, 17, and 61a), a vehicle storage building (item 88), and a probable weapons calibration building (item 93). In addition, several buildings were enlarged. An administration section (item 15c) was added to a support building, an administration/engineering section (item 40c) was added to a laboratory/engineering building, and an administration/engineering section (item 85c) and a final assembly section (85d) were added to an assembly/checkout building. A support section (item 61b) to a support building was still under construction as of

22. (TSR) A probable electronics calibration facility and two additional hardstands were completed in the heliport and parking area (Figure 3).

23. (TSR) The construction during this period added 15,720.1 square meters of floorspace to the facility and a total of 19 new buildings.

## Production Activity

### HOUND

24. (TSR) Helicopters have been produced at the Kazan Airframe Plant B-387 since late 1952 when initial production was begun on the Mi-4 (HOUND), a single-rotor, general-purpose helicopter powered by the ASh-82V engine. There are three production variants of the HOUND: the Mi-4 military version, the Mi-4P passenger version, and the Mi-4S agricultural version. Additionally, all versions can be fitted for amphibious operations.

25. HOUND production at Kazan was probably limited to prototype and test models during most of 1952 and 1953. In 1954, production at Kazan began to increase from one a month to nine by the end of the year, with a cumulative total production of 39 helicopters. By the end of 1955, as many as 180 may have been produced; however, attache sightings of the plant indicated that only five to six aircraft were observed at any given time. By the end of 1956, production at Kazan increased to 25 aircraft per month and in 1957 increased to a peak of 30 per month.[1]

26. From 1958 through 1964, production remained fairly stable at 26 to 30 aircraft per month.[2] Production at Kazan declined rapidly between 1965 and 1969, when it ceased completely because of the emergence and subsequent production of the newer Mi-8 (HIP C). A total of approximately 3,300 to 3,500 HOUND helicopters were produced before production ceased.[3]

### HIP/HAZE

27. Several models and variants of the HIP helicopter are presently being produced at Kazan—HIP C, HAZE A, and HIP E/F. HIP A, the prototype Mi-8, was a single turboshaft-powered helicopter with a four-blade rotor which never went into series production. HIP B was a twin-engine craft with a four-blade rotor. Only a few HIP B were produced and these were probably converted to HIP C helicopters. The HIP C, which became the primary series production model, is a twin-turbine-powered helicopter with a five-bladed rotor. It utilizes two TV2-117A Isotov turboshaft engines mounted above the cabin. The HIP C is produced in three basic variations: a military model (Mi-8T), a passenger model (Mi-8P), and a deluxe model (Mi-8PS).[4]

28. (TSR) The Mi-14 (HAZE A) is the amphibious version of the HIP which has a redesigned lower fuselage resembling a boat hull and sponsons protruding outward on the aft part of the fuselage (Figure 4). The HAZE A also has quadricycle retractable landing gear and the more powerful TV3-117 engine. The HIP E and F are variants of the HIP helicopter which are distinguishable by the addition of latticework ordnance racks mounted midfuselage and which resemble wings when canvas covered (Figures 5 and 6). The E model is configured with rails to carry four SWATTER ATGMs (antitank guided missiles) and the F model to carry six SAGGER ATGMs.

[redacted] 25X1

29. [redacted] HIP C production at Kazan is estimated to have begun in 1962. Cumulative production between 1963 and 1966 has been estimated to have been 40 (15 in 1966);[5] however, analysis of imagery of December 1966 revealed that 37 HIP helicopters were in the plant area. This relatively large number would indicate either that production was somewhat greater than estimated in 1966 or that all but three of the HIP produced during the four-year period were still at the plant. 25X1

**Table 2**
**Estimated Annual Production of HIP/HAZE Helicopters at Kazan B-387[3, 5]**

This table in its entirety is classified TOP SECRET [redacted] 25X1
[redacted] 25X1

| Year | Monthly Production | Annual Production |
|---|---|---|
| 1967 | 3 | 35 |
| 1968 | 10 | 120 |
| 1969 | 15 | 190 |
| 1970 | 28 | 340 |
| 1971 | 46 | 560 |
| 1972 | 48 | 580 |
| 1973 | 65 | 780 |
| 1974 | 65 | 780 |
| 1975 | 83 | 1,000 |
| 1976 | 83 | 1,000 |
| 1977 | 35 | 430 |
| 1978 | 27 | 324 |
| | Total | 6,139 |

**Table 3**
**Average Number of HIP/HAZE Helicopters Observed on Imagery of Kazan B-387**

This table in its entirety is classified TOP SECRET RUFF

| Year | Average Number Observed |
|---|---|
| 1967 | 15 (3 coverages) |
| 1968 | 16 (2 coverages) |
| 1969 | — (No complete coverage available) |
| 1970 | 35 (3 coverages) |
| 1971 | 65 (1 coverage) |
| 1972 | 50 (4 coverages) |
| 1973 | 41 (9 coverages) |
| 1974 | 47 (2 coverages) |
| 1975 | 34 (2 coverages) |
| 1976 | 44 (4 coverages) |
| 1977 | 11 (3 coverages) |
| 1978 | 34 (12 coverages) |

30. (TSR) Table 2 is an estimate of HIP/HAZE production between 1967 and 1978 at Kazan. Table 3 shows the average number of HIP/HAZE observed on imagery at Kazan during the same period.

31. [redacted] Collateral information indicates that prototype conversion of HIP C to HAZE was begun by the MIL OKB branch at Kazan in 1971.[6] HAZE A were identified on imagery of Kazan as early as [redacted] It is estimated that series production of HAZE A was begun in 1974 with an annual production rate of five helicopters. Production increased to 20 in 1975, 25 in 1976, and 30 in 1977. The production rate for 1978 was estimated to be three per month through June.[3] Since May 1974, from one to five HAZE A have usually been observed at the plant. A high count of 12, however, was observed on [redacted] indicating that an increase in production may have occurred. 25X1 25X1 25X1

32. [redacted] HIP E/F series production reportedly began in late 1976 or early 1977 at Kazan.[3] On [redacted] and again on [redacted] what may have been a HIP E/F prototype with probable latticework ordnance racks resembling wings was observed at Kazan. On [redacted] the first series production of HIP E/F was observed (Figure 6). During 1977 and the early part of 1978 an average of five HIP E/F was observed. In the second half of 1978 the number observed decreased to one or two, and none have been observed during the first two months of 1979, which could indicate a slower production rate at Kazan. 25X1 25X1 25X1

## Research, Development, and Testing

33. (TSR) The branch of the MIL OKB at the plant (Figures 2 and 3) is involved in the development and testing of MIL-designed helicopters. This branch was not identified until after 1971 and may not have been associated with MIL in the early 1960s. Overhead imagery of February 1960 revealed numerous fixed-wing aircraft in what is now the MIL OKB area. The branch has been associated with the HAZE A program (see paragraph 31) and with the testing of rotor systems. It also seems that the facility may have been associated with the HIP E/F program as early as 1972 (see paragraph 32).

34. [redacted] Recent photographically derived and collateral information indicates that the MIL branch at Kazan is currently engaged in the development of a new helicopter.[7] Collateral sources report that the new helicopter is a medium-weight utility helicopter slightly smaller than the HIP. Observation of a small rotor system undergoing testing appears to substantiate the report. On imagery of [redacted] a probable, new, two-bladed rotor system, [redacted] in diameter, was observed in the rotor test stand cage (Figure 7). The rotor diameter is [redacted] shorter than the [redacted] rotor diameter of the HIP and does not closely resemble any presently known Soviet rotor system. 25X1 25X1 25X1 25X1

## Security

35. (TSR) The entire installation is secured on all sides by double fences or a fence and a wall (Figure 2). In addition, the plant and MIL OKB research and development area are separately secured (Figure 3). There are two vehicle/pedestrian entrances and one rail entrance into the plant area on its southern perimeter and a single vehicle/pedestrian entrance to MIL OKB research area on its southern perimeter. Access to the heliport and parking areas is gained through one of three pedestrian/vehicle entrances on the northeastern perimeter of the plant.

## REFERENCES

### IMAGERY

(TSR) All available KEYHOLE imagery acquired between [redacted] 25X1
[redacted] was used in the preparation of this report. 25X1

**Small-Format Imagery**

| Figure No | Agency | Accession No | Classification |
|---|---|---|---|
| 4 | DIA | 5 316 0261 75 | SECRET [redacted] 25X1 |
| 5 | DIA | 1 215 1039 78 | CONFIDENTIAL |

### MAPS OR CHARTS

DMAAC. US Air Target Chart, Series 200, Sheet 0165-1, scale 1:200,000 (UNCLASSIFIED)

### DOCUMENTS

1. CIA. 7001812, *Production of HOUND (Mi-4) Helicopters in the USSR,* Jun 59 (TOP SECRET)
2. CIA. MCB No 64-19, *Production of MI-4 (HOUND) Helicopters at Plant No 387, Kazan, USSR, 1954-62,* 7 May 74 (SECRET)
3. DIA. DDB-1923-2A-78 SAO, *Foreign Aircraft Production, Communist World,* Dec 78 (TOP SECRET [redacted] 25X1
[redacted] 25X1
4. DOD/CIA/DIA. MCB-[redacted] *Production of the Mi-8 Helicopter at Airframe Plant 387, Kazan, 1962-1974 and Production of the TV2-117A Helicopter Engine at Aircraft Engine Plant 19 Perm, 1965-1974,* Nov 75 (TOP SECRET [redacted] 25X1 25X1
5. DOD/CIA/DIA. MCB [redacted] *Production of MI-8 (HIP) Helicopter at Airframe Plant 387, Kazan, USSR, 1961-1977 (C),* Dec 77 (TOP SECRET [redacted] 25X1 25X1
6. DIR/NSA. K/00/5991-75, *Development of Prototypes for the MI-14 (HAZE) Helicopter,* 061354A, Nov 75 (TOP SECRET [redacted] 25X1
7. FSTC. FST 0290, 082020Z, *Intel FSTCC Weekly Wire TK Supplement 79-23,* Mar 79 (TOP SECRET [redacted] 25X1
[redacted] 25X1

### RELATED DOCUMENTS

DIA. [redacted] RDA-11/0054/71, *Kazan Airframe Plant B-387,* Apr 71 (TOP SECRET [redacted] 25X1

NPIC. [redacted] RCA-09/0013/76, *Kazan Airframe Plant B-387,* Oct 75 (TOP SECRET [redacted] 25X1
[redacted] 25X1

Jane's All the World's Aircraft, 77—78 ed (UNCLASSIFIED)

### REQUIREMENT

COMIREX J02
Project 290048DJ

(S) Comments and queries regarding this report are welcome. They may be directed to [redacted] Warsaw 25X1
Pact Forces Division, Imagery Exploitation Group, NPIC, [redacted] 25X1

[redacted]