

Approved For Release 2008/12/04 : CIA-RDP80T00246A001500480001-2

25X1

Page Denied

Approved For Release 2008/12/04 : CIA-RDP80T00246A001500480001-2

25X1

~~C-O-N-F-I-D-E-N-T-I-A-L~~

SEE BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY

INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U. S. C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law. 25X1

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

COUNTRY
USSR/East Germany/Poland

SUBJECT
Vnukovo and Minsk South Approach Charts/
Berlin-Wilna-Moscow Flight Plans

DATE DISTRIBUTED
5 June 57
NO. OF PAGES 2 NO. OF ENCLS.
SUPPLEMENT TO REPORT # 25X1

THIS IS UNCLASSIFIED INFORMATION

[redacted] approach chart: 25X1
and flight plans for designated areas of East Germany, Poland and the USSR: 25X1

1. Two charts for Moscow-Vnukovo Airport containing information for two different types of approach and let-down. The first is the official one, very unorthodox and never found in use in Western countries. The other one [redacted] is very similar to US approach and let-down methods. In both cases, two approaches are shown for the runway 06 and 24 with two beacons on each side. With the company type approach the pilot is in a much better position to determine actual drift and to execute a much more accurate let-down. No landing weather minimums are contained on these two charts. UNCLASSIFIED 25X1
2. One chart for the Minsk South Airport approach and let-down. This chart indicates only the company type approach and only with landing in one direction, that is, having two beacons on one extension of the runway. It is interesting to note that the field elevation given is 600 feet and the altitude over the inner-marker is only 770 feet, which would give only 170 feet over the terrain for the beacon type approach. UNCLASSIFIED
3. A chart on the layout of the Moscow-Vnukovo Airfield and runway, showing only the direction, length and width of the runway without giving any additional information on lighting facilities, fuel available, maintenance, operating hours or obstructions. UNCLASSIFIED
4. Two charts giving the flight plan from Berlin to Wilna and Wilna to Moscow, dated September 1955. These two flight plans contain the following information:
 - a. The Berlin-Russian ACC uses the following frequencies: 124.1 MC and 3023.5 KC; the Wilna ACC uses 118.9 MC and 3023.5 KC; and the Moscow Air Zone uses 121.7 MC and 3023.5 KC.
 - b. The following radio navigational aids for the flight Berlin-Moscow are indicated:

ILLEGIB

~~C-O-N-F-I-D-E-N-T-I-A-L~~

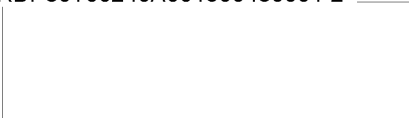
DISTRIBUTION

STATE	ARMY	NAVY	AIR
-------	------	------	-----

NO DISSEM ABROAD

LIMITED

Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other office personnel, and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, external project or reserve personnel unless the written approval of the Director is obtained. Approved For Release 2008/12/04 : CIA-RDP80T00246A001500480001-2



C-O-N-F-I-D-E-N-T-I-A-L

-2-

- TEMPELHOF range station, DIB at 279 KC
- FUERSTENWALDE beacon, AR at 410 KC
- THORN beacon, BH at 290 KC
- BRODNICH beacon, RV at 700 KC
- ALYTOS beacon, NZ at 450 KC
- WILNA beacon, PK at 295 KC
- MINSK beacon, MS at 281 KC
- VITEBSK beacon, EJ at 524 KC
- IMANOSKOYEV beacon, UM at 487 KC
- VIBUKOVO beacon, N at 595 KC

UNCLASSIFIED 7

- END -



C-O-N-F-I-D-E-N-T-

NO DISSEM AB

LIMITED

ILLEGIB

NOFORN

Approved For Release 2008/12/04 : CIA-RDP80T00246A001500480001-2

25X1

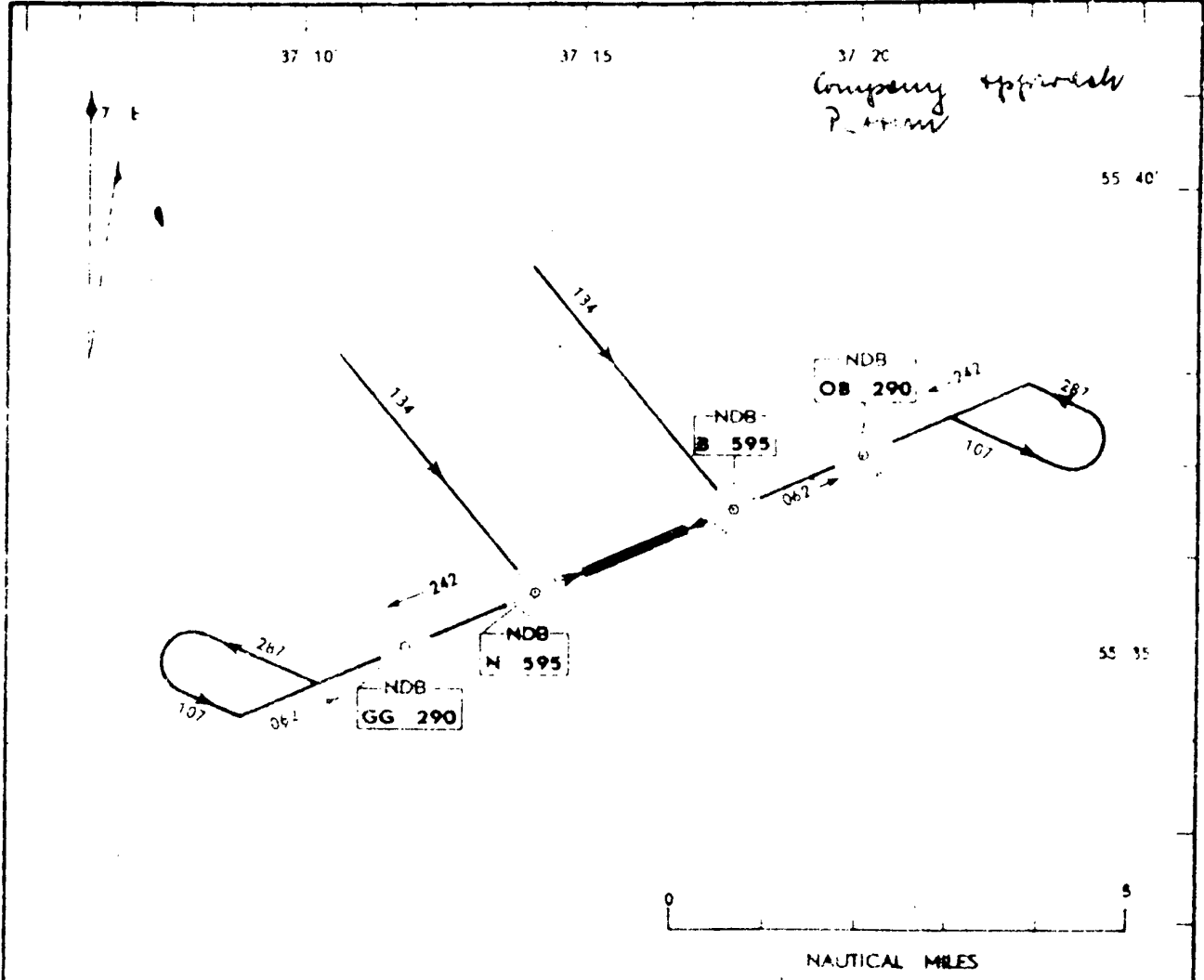
Page Denied

Approved For Release 2008/12/04 : CIA-RDP80T00246A001500480001-2

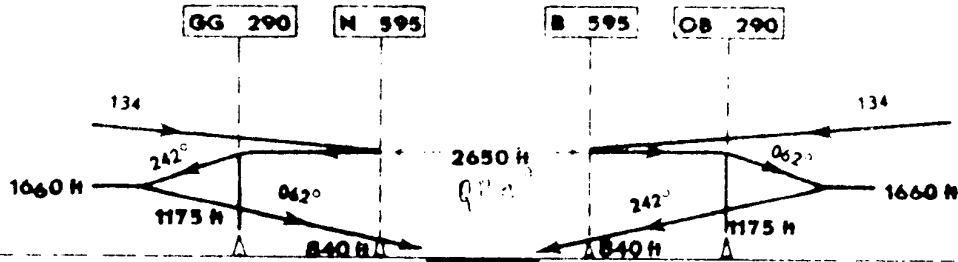
APPROACH CHART
NDB Entry 06 and 74

55° 36' N 37° 16' E
ELEV. 675 FEET

MOSKAU USSR
YNUKOYO AIRPORT



ELEV AND ALT IN FEET MSL



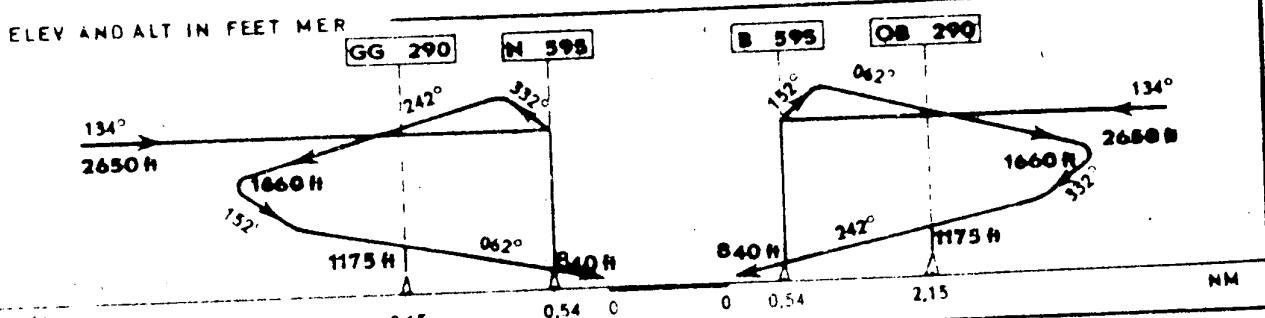
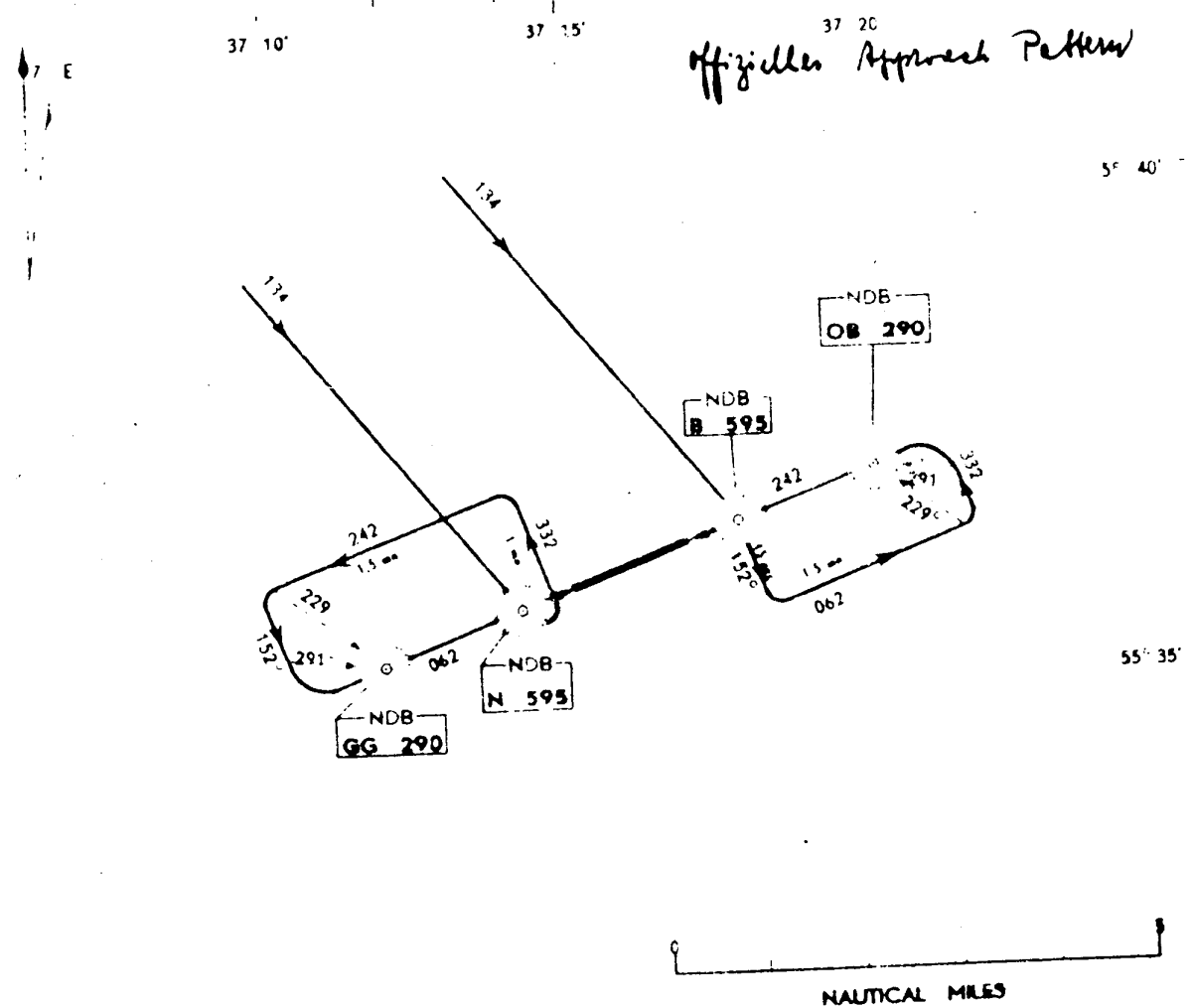
NM		2.15	0.54	0	0	0.54	2.15	NM
TIME TO AD		125 Kts		135 Kts		145 Kts		155 Kts
FROM		mn	sec	mn	sec	mn	sec	mn
LAND	TYPE	CV	Const	QFE	QNH	MIN. SECTOR ALTITUDE		
MIN	DAY					centred on		
QFE	NIGHT					QDM		
	CIRCLING							

MOSKAU USSR
VNUKOVO AIRPORT

55° 36' N 37° 16' E
ELEV. 675 FEET

APPROACH CHART
NDB Entry 06 and 24

Offiziellen Approach Pattern

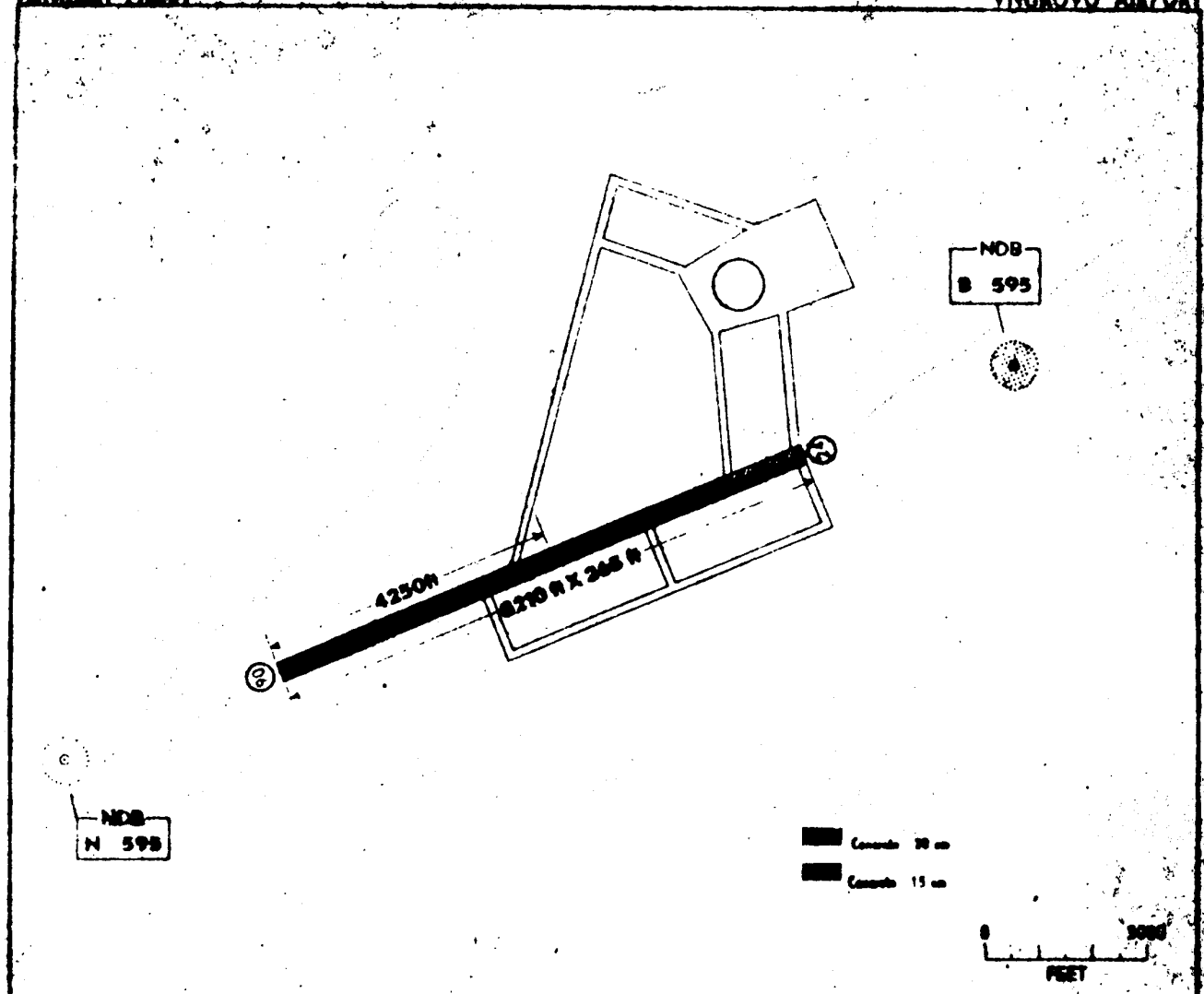


TIME TO AD FROM		125 Kts		135 Kts		145 Kts		155 Kts	
		mn	sec	mn	sec	mn	sec	mn	sec
LAND. MIN	TYPE	CV	Const	QFE	QNH	MIN. SECTOR ALTITUDE centred on QDM			
	DAY								
	NIGHT								
Q.FE	CIRCLING								

55° 30' N 37° 16' E
ELEV. 675 FEET

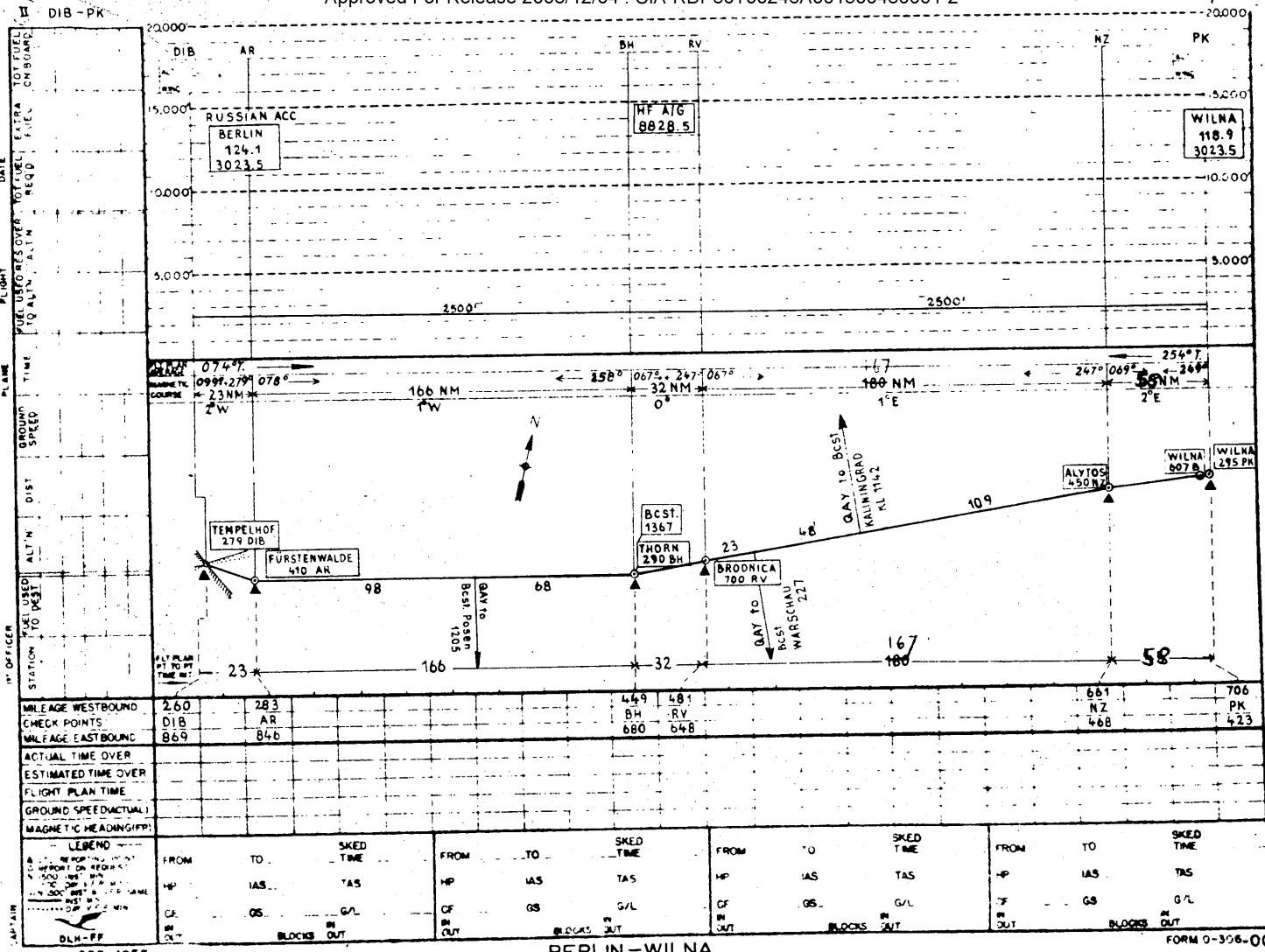
MOSCOW USSR
VNUKOVO AIRPORT

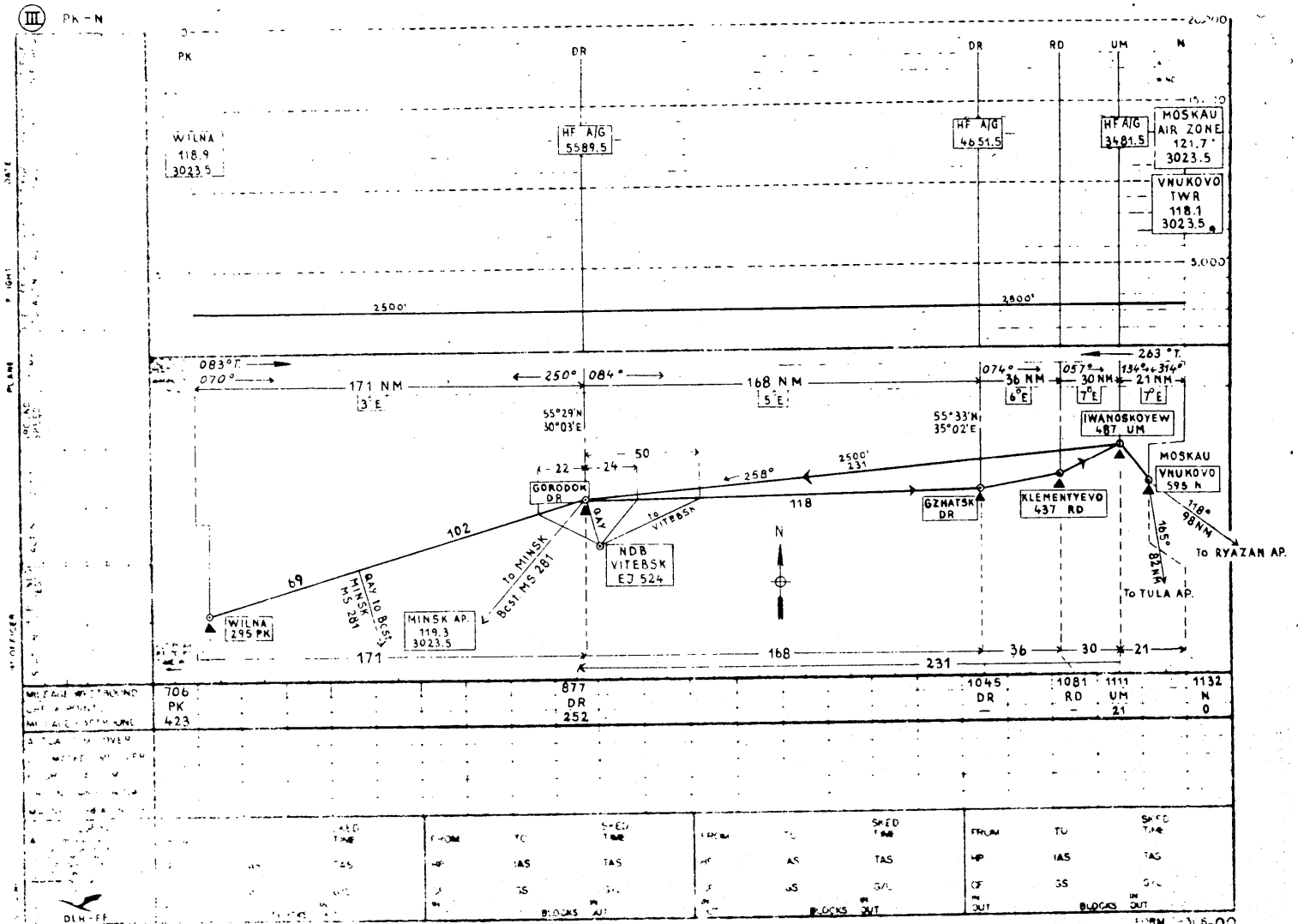
LANDING CHART



T.O.	ALL RUNWAYS	ALL RUNWAYS	RNWX.	RNWX.	RNWX.
MIN.					

Aerodrome Information:





WILNA - MOSKAU