

~~SECRET//NOFORN~~

**ENVELOPE**

(b)(3):10 USC 424,(b)(3):50 USC 3024(i)

**HEADER**

O  
271331Z APR 90  
FM JOINT STAFF WASHINGTON DC  
INFO RUEADWD/OCSA WASHINGTON DC

RUENAAA/CNO WASHINGTON DC  
RUEAHQA/CSAF WASHINGTON DC  
RUEACMC/CMC WASHINGTON DC

(b)(3):50 USC 3024(i)

RUSNNOA/USCINCEUR VAIHINGEN GE  
(b)(3):50 USC 3024(i)

RUEAIIA/CIA WASHINGTON DC  
RUEHC /SECSTATE WASHINGTON DC  
RUEAMCC/CMC [ ] WASHINGTON DC  
RUCBSAA/USCINCLANT NORFOLK VA/[ ]  
RUEALGX/SAFE

(b)(3):50 USC 3024(i)

(b)(3):50 USC 3024(i)

O  
271311Z APR 90

(b)(3):10 USC 424

TO RUEKJCS/DIA WASHDC IMMEDIATE

RUSNNOA/USCINCEUR VAIHINGEN GE/

(b)(3):50 USC 3024(i)

(b)(3):50 USC 3024(i)

(b)(3):50 USC 3024(i)

RUFGAID/USEUCOM [ ] VAIHINGEN GE

BT

**CONTROLS**

~~CONFIDENTIAL~~ SECTION 01 OF 06

(b)(3):10 USC 424

~~CONFIDENTIAL~~

SERIAL: (U) (b)(3):10 USC 424

/\*\*\*\*\* THIS IS A COMBINED MESSAGE \*\*\*\*\*/

**BODY**

COUNTRY: (U) LIBERIA (LI).

SUBJ: (b)(3):10 USC 424 AIRFIELD REPORT - ROBERTS  
INTERNATIONAL AIRPORT (U)

(b)(3):10 USC 424

WARNING: (U) THIS IS AN INFORMATION REPORT, NOT FINALLY  
EVALUATED INTELLIGENCE. REPORT CLASSIFIED

~~CONFIDENTIAL~~

-----  
- DEPARTMENT OF DEFENSE  
-----

DOI: (U) 900426.

REQS:

(b)(3):10 USC 424

SUMMARY. (C) THIS REPORT SUMMARIZES ROBERTS  
INTERNATIONAL AIRPORT (ENCLOSURE).

TEXT. (C) KEYED TO DIAM 58-13, VOL III, PART TWO.

PART I.

1. AIRPORT IDENTIFICATION

A. ROBERTS INTERNATIONAL AIRPORT

B. LI

C. NONE

D. N0614.4

E. W01021.6

F. INTERSECTION OF RWY AND TAXIWAY BRAVO

G. JEPPESEN

H. 31 FEET

I. 30 NM SOUTHEAST OF MONROVIA (MAMBA POINT)

J. DIRECTOR OF CIVIL AVIATION, REPUBLIC OF LIBERIA

K. GLRB

PART II

2. RUNWAYS

A. 040/220

B. 29 FEET AT RWY 04 & 25 FEET AT RWY 22

C. 11000 X 150 FEET

D. ASPHALT AND CONCRETE (THICKNESS UNKNOWN)

E. LOAD ALLOWED ON EACH MAIN GEAR FOR BOGIE OR TWIN  
TANDEM IS 400,000 LBS

(b)(3):10 USC 424

3. ARRESTING SYSTEMS - NONE

4. THRESHOLD TO RWY 22 DISPLACED 1200 FEET. NOT SUITABLE FOR LARGE AIRCRAFT OPERATIONS

5. RWY 04 IS PRIMARY FOR VISUAL AND INSTRUMENT LANDINGS. RISING TERRAIN ON APPCH END OF RWY 22 GIVES SLIGHT OPTICAL ILLUSION FOR LANDING.

6. FOUR TAXIWAYS - TWY ALPHA AND ALPHA ONE ARE 62 FEET WIDE. TWY BRAVO IS 75 FEET WIDE. TWY CHARLIE IS CLOSED. ALL OPEN TAXIWAYS ARE 747/DC-10 CAPABLE. STABILIZED SHOULDER FOR ALPHA AND ALPHA ONE IS 20 FEET; FOR BRAVO IS 30 FEET. NO OBSTRUCTIONS TO AIRCRAFT ON ACTIVE TAXIWAYS.

7. PARKING APRON IS CONCRETE AND ASPHALT, IRREGULAR SHAPE (SEE ENCLOSURE). MOG (MAXIMUM ON GROUND) BASED ON PARKING AREA ONLY IS SIX AIRCRAFT (TWO C-5 AND FOUR C-141). OBSTRUCTIONS TO PARKING ARE LIGHT POLES (SEE PARA 11) AND THE TERMINAL ON EAST SIDE OF RAMP.

8. NONE

9. RISING TERRAIN TO APPRCH RWY 22 GIVES OPTICAL ILLUSION.

10. ARMED FORCES OF LIBERIA (AFL) HAS ONE COMPANY OF INFANTRY AT THE AIRFIELD. NORMAL ALERT POSTURE IS VERY LAX. SOME SOLDIERS CAN BE SEEN AT NIGHT. THERE IS A GUARD AT THE PRESIDENT'S AIRCRAFT WHEN IT IS ON THE GROUND (AS OF THIS REPORT IT IS OUT OF THE COUNTRY). LIBERIAN NATIONAL POLICE ALSO MAINTAIN A NOMINAL FORCE OF NO MORE THAN FIFTEEN OFFICERS. THERE ARE NO ANTI-AIRCRAFT OR HEAVY WEAPON DEFENSES.

11. LIGHTING

A. HIGH INTENSITY RUNWAY EDGE LIGHTS WITH DIMMING CAPABILITY.

B. APPROACH AND SEQUENCE STROBE LIGHTS TO RWY 04. STROBES ARE PARTIALLY INOPERATIVE IN CENTER PORTION. VASI TO RWY 04. VASI TO RWY 22 PARTIALLY INOPERATIVE AND SHOULD NOT BE RELIED ON.

C. ATC NORMALLY DOES NOT HAVE AIRFIELD LIGHTS ON UNTIL AIRCRAFT HAVE CONTACTED TOWER. ATC TURNS OFF LIGHTS IMMEDIATELY UPON PARKING OF AIRCRAFT.

4

12. JEPPESEN CHART IS BEST FOR IDENTIFICATION. THERE ARE NO SPECIFIC VISUAL MARKERS FOR IDENTIFICATION.

PART III

13. DIRECTOR OF CIVIL AVIATION OPERATES THE AIRFIELD. SEVERAL COMMERCIAL CARRIERS USE THE AIRFIELD - BRITISH

AIRWAYS, SWISS AIR, SABENA, KLM, AIR AFRIQUE, ZAMBIA AIRWAYS, ETHIOPIAN AIRWAYS, AEROFLOT, NIGERIA AIRWAYS, AND GHANA AIRWAYS.

14. NONE.

15. NONE.

PART IV

16. HANGERS

A. ONE HANGER LEASED BY BEECHCRAFT AEROSPACE SERVICES FOR USE BY DEFENSE ATTACHE OFFICE C-12. HANGER IS LARGE ENOUGH OF ONE AIRCRAFT OF THIS TYPE.

B. N/A

C. NO

D. CONCRETE BLOCK AND CEMENT FLOOR

E. EAST END OF TWY BRAVO

F. YES (WHEN POWER IS AVAILABLE)

17. NONE

18. NONE

19. NONE

20. TWO AIR CARTS CAPABLE OF STARTING ALL COMMERCIAL TYPE AIRCRAFT.

21. TWO AIRCRAFT POWER UNITS AVAILABLE. CAPACITY UNKNOWN BUT NORMALLY USED FOR ALL COMMERCIAL AIRCRAFT AND C-141 TRAFFIC.

22. NONE

23. POL

A. JET A-1 AVAILABLE. MOBIL CORP PROVIDES FUEL. STORAGE CAPACITY IS SEVEN TANKS TOTAL CAPACITY OF 166,500 US GALLONS. TANKS ARE ABOVE GROUND.

B. NONE.

C. MOBIL OPERATES TWO INTO PLANE TRUCKS WITH TRAILERS - ONE 19200 US GALLON CAPACITY AND THE OTHER 14200 US GALLON CAPACITY. DELIVERY RATES ARE 800 USGPM MAX USING TWO HOSES. PRESSURE REGULATED TO 50 PSI AT HOSE COUPLINGS.

D. NONE

E. FUEL IS TRUCKED FROM MONROVIA FREEPORT TO AIRPORT. THIS IS DONE BY THREE TRUCKS MAKING DAILY TRIPS. TIME REQUIRED FOR ONE TRIP IS APPROX 5 - 6 HOURS. GIVEN THE

CURRENT SITUATION, THE RESUPPLY OF FUEL COULD BE STOPPED EASILY BY AN OPPOSING FORCE.

F. MOBIL JET OIL II IS AVAILABLE (MIL-L-23699C).

G. SHIPPED FROM MONROVIA VIA TRUCK.

H. NONE.

#### PART V

24. TWO TO THREE FIRE TRUCKS ARE AVAILABLE AT ANY GIVEN TIME (DEPENDING ON MAINTENANCE). THESE ARE 1000 US GALLON FOAM CAPACITY. CONDITION OF ALL FIRE FIGHTING EQUIPMENT IS POOR AS IS THE TRAINING OF PERSONNEL. WHILE MOST EQUIPMENT OPERATES, MUCH OF IT LEAKS OR IS IN NEED OF ROUTINE MAINTENANCE. THERE ARE NO PORTABLE EXTINGUISHERS AVAILABLE. FIRE SERVICE HAS NO PROTECTIVE CLOTHING AVAILABLE. THERE ARE ADEQUATE SUPPLIES OF WATER. DURING THE AEROFLOT CRASH OF 1989, DEPARTMENT WAS VERY SLOW TO RESPOND. THERE IS AN AGREEMENT WITH FIRESTONE TO HAVE THAT COMPANY'S FIRE DEPARTMENT RESPOND IN THE EVENT OF AN AIRCRAFT EMERGENCY. THEY HAVE RESPONDED VERY QUICKLY AND CAN BE COUNTED ON TO PROVIDE ADEQUATE AND SERVICEABLE EQUIPMENT.

25. NONE

26. THREE FMC HIGHLIFTS, ONE NEW AND TWO OLD BUT SERVICEABLE. THREE PASSENGER STAIRS, ONE NEW AND TWO OLD BUT SERVICEABLE. THERE ARE SEVERAL AIRCRAFT CARGO BINS AND DOLLIES AVAILABLE. NORMAL CAPACITY IS TWO AIRCRAFT ON THE GROUND AT ONE TIME. ANY MORE THAN THIS WOULD BE STRETCHING THE CAPACITY OF THE PERSONNEL.

27. NONE.

#### PART VI

28. ONE HOTEL AT THE FIELD WITH 50 ROOMS.

29. ONE RESTAURANT AT THE HOTEL.

30. THERE IS SOME INSIDE STORAGE AVAILABLE (APPROX 300 SQ FEET) AND SOME OUTSIDE STORAGE AVAILABLE. NEITHER SHOULD BE CONSIDERED SECURE AS THEFT IS A PROBLEM IN LIBERIA.

31. THERE IS ONE DOCTOR WHO OPERATES AN OUTPATIENT CLINIC AT THE AIRPORT HOTEL. THIS CLINIC HAS TWO NURSES. INADEQUATE FOR MASS CASUALTY SITUATIONS.

32. WATER SOURCE IS UNKNOWN BUT SHOULD BE CONSIDERED NOT POTABLE. WATER IS OFTEN SHUT OFF DURING THE DRY SEASON. NO EMERGENCY OR BACK UP WATER SUPPLIES ARE KNOWN TO EXIST.

33. THE PASSENGER TERMINAL HOUSES THE MAJORITY OF ADMINISTRATION, INCLUDING AIRPORT MANAGER, JOINT SECURITY AND IMMIGRATION. WEATHER AND CUSTOMS ARE HOUSED IN A SEPARATE BUILDING.

34. ELECTRICAL POWER IS PROVIDED BY THE LIBERIAN ELECTRIC COMPANY AT COMPLETELY SPORADIC INTERVALS. DURING THE DRY SEASON, POWER IS OFF AT LEAST ONCE PER DAY. AIRPORT HAS AN AGREEMENT WITH FIRESTONE FOR ELECTRICAL POWER WHICH IS ROUTED TO THE MOST IMPORTANT ITEMS (NAV AIDS, RADIOS, LIGHTS, ETC.) THERE IS A BACK UP GENERATOR FOR THE TOWER, LIGHTS AND NAV AIDS. DURING THIS DRY SEASON, RO HAS NOT KNOWN OF A TIME THE AIRFIELD HAS BEEN CLOSED DUE TO LACK OF ELECTRICAL POWER.

(b)(1),1.4 (c)

35. TERMINAL IS ADEQUATE ALTHOUGH ONLY IN FAIR CONDITION. [ ] ESTIMATES CAPACITY AT 400 PASSENGERS.

36. TWO HIGHWAYS LEAD FROM MONROVIA TO THE AIRPORT. THE NORMAL ROUTE IS DIRECT AND HAS ONE BRIDGE CROSSING. THE AFL FIRST BATTALION ALSO HAS THEIR CAMP (CAMP SCHEIFFELIN) ALONG THIS ROUTE. IN THE EVENT THIS ROAD IS USED BY ON ENEMY FORCE, THE FIGHTING AT THE CAMP WILL CLOSE THE ROAD. ALSO, A FORCE COULD DAMAGE OR DESTROY THE BRIDGE. THE OTHER ROUTE IS THROUGH THE FIRESTONE PLANTATION. THIS IS CONSIDERABLY LONGER. BOTH ROADS ARE PAVED AND ADEQUATELY MARKED.

PART VII

37. AIRPORT HAS A SWITCHBOARD TYPE TELEPHONE SYSTEM. CURRENTLY THERE ARE NO LINES TO MONROVIA OR OUTSIDE OF THE COUNTRY OPERATING FROM THE AIRFIELD. THE INTERNAL SYSTEM IS OPERATIONAL.

38. THERE ARE TWO TELETYPES AVAILABLE FOR WEATHER AND ATC TRAFFIC. BOTH ARE OPERATIONAL, ALTHOUGH THEY CANNOT BE USED TO PASS COMMERCIAL TRAFFIC.

PART VIII

39. WEATHER FACILITIES OPERATE 24 HOURS PER DAY. OBSERVATIONS ARE MADE EVERY 30 MINUTES; FORECASTS EVERY HOUR. OBSERVATIONS UTILIZE ONLY TEMPERATURE AND BAROMETRIC PRESSURE INSTRUMENTS. CLOUD OBSERVATIONS ARE ALL VISUAL. ALMOST NO PIREPS ARE USED OR PASSED BY PILOTS.

PART IX

40. ATC HANDLING RATES.

A. NONE PUBLISHED. RO ESTIMATES SIX PER HOUR.

(b)(1),1.4 (c)

B. [ ] ESTIMATES TWELVE.

C. [ ] ESTIMATES SIX PER HOUR.

PART X

41. VOR WITH DME, TWO NDBS ARE OPERATIONAL. ALL OPERATE 24 HOURS PER DAY. DME IS WEAK AND IS ONLY GOOD TO 25 - 40 NM. NO VOICE CAPABILITY. ILS AS SHOWN IN JEPPESEN IS INOPERATIVE.

42. ATC OPERATES ONE TOWER. ENGLISH SPOKEN BUT CONTROLLERS CAN BE DIFFICULT TO UNDERSTAND. ONLY VHF

FREQ 124.5 IS USED. NO RADAR AVAILABLE.

Page 8 is redacted in full IAW b1 and b3 exemptions. Page not included.

43. NONE.

44. ATC CONTROLLERS ARE MOSTLY TRAINED LOCALLY. SOME HAVE BEEN TRAINED IN THE US. SOME CONTROLLERS ARE ALMOST DANGEROUS IN THEIR LACK OF CAPABILITY; OTHERS ARE REMARKABLY GOOD. CAUTION SHOULD BE EXERCISED BY ALL AIRCRAFT ARRIVING AND DEPARTING.

PART XI

45. PERIMETER SECURITY

A. TERMINAL SIDE IS FENCED, HOWEVER SECURITY IS POOR. THE OTHER AREAS ARE NOT FENCED. FENCE AT TERMINAL IS A CHAIN LINK FENCE WITH SOME AREAS HAVING BARBED WIRE. CONDITION OF THE FENCE IS FAIR.

B. INFREQUENT PATROLS CONDUCTED MOSTLY AT NIGHT. THESE ARE DONE BY THE AFL AND ON FOOT.

C. THERE ARE TWO ENTRY POINTS THROUGH THE FENCE. ONE IS CONTROLLED BY AIRPORT SECURITY, ALTHOUGH THERE IS ALMOST NO SCREENING DONE. THE OTHER ENTRY POINT IS AT THE FIRE DEPARTMENT AND IS UNCONTROLLED.

D. NONE.

E. BASICALLY NONE. MOST PERSONNEL ARE ALLOWED ONTO THE AIRFIELD BASED ON PERSONAL RECOGNITION OR SMOOTH TALKING.

F. NONE.

46. NONE.

47. SECURITY

A. ONE COMPANY OF AFL INFANTRY. POLICE AND AIRPORT SECURITY FORCE LEVELS ARE UNKNOWN BUT RELATIVELY SMALL AND INEFFECTIVE.

B. NO. DEPENDING ON THE SITUATION, FOR EXAMPLE NO ATTACKING FORCE OR IMPENDING ATTACK, THE AFL WILL PROBABLY PROVIDE ADEQUATE SECURITY. ALL OTHER SCENARIOS WILL PROBABLY HAVE INADEQUATE SECURITY.

C. RIA SECURITY HAVE NO WEAPONS. LIBERIAN POLICE HAVE SMALL SIDE ARMS (PROBABLY .38 CALIBER OR EQUIVALENT). AFL HAS M-16 AND M-1 RIFLES.

D. NONE.

48. THERE IS NO CHANCE THE AIRFIELD WILL BE SECURE IF INSURGENT FORCES MOVE AGAINST THE AIRPORT. RO BELIEVES AFL FORCES WILL FALL BACK TO CAMP SCHEIFFELIN AND THE AIRFIELD WILL BE CLOSED. AIRPORT AUTHORITIES HAVE NO PLANS OR GUIDANCE FROM MONROVIA IN THE EVENT INSURGENT FORCES APPEAR TO BE MOVING TOWARDS THE AIRPORT.

49. POOR. SECURITY IS INADEQUATE GIVEN THE THREAT TO ROBERTS FIELD AT THIS TIME.