



## CURTIS E. LEMAY CENTER FOR DOCTRINE DEVELOPMENT AND EDUCATION



### ANNEX 3-22 FOREIGN INTERNAL DEFENSE

## AIR FACILITIES

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Aerial port facilities vary. Most capital cities in developing nations are served by [airports](#) capable of accepting medium to heavy multi-engine jet aircraft. However, conducting military air operations from major civilian airports is often impractical, due to traffic congestion, space restrictions, and political sensitivity. Outside capital cities, civil and military aviation support facilities are relatively primitive. In many cases, military aviation units have access to only one or two main operating locations with hard-surface runways.

Forward operating locations usually consist of short, unimproved airstrips with limited approach or runway lighting, central electric power, and no passive defense capabilities. Modern, ground-based navigational aids may be extremely limited. Non-directional beacons are prevalent, though often unreliable. Except for navigation aids found at air installations occupied by US military forces, there are generally no terminal approach aids outside international airports. As a consequence, military flying operations rely extensively on visual flight rules procedures or global positioning system navigation.