Soviet/CIS Aircraft Factories information and explanation of construction numbers and where to find them on aircraft types covered here.
For free production lists and more go to https://www.airhistory.net/info/soviet.php and for the online Soviet Transports database go to https://www.scramble.nl/database/soviet .

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Corrections and additions are welcome by e-mail at sovtransresearch@yahoo.com

Additional photos to illustrate the next upload are more than welcome.

Version # 19; January 2025

Soviet/CIS Post-WW 2 Aircraft Factories
Советские авиазаводы после ВОВ

To understand the Soviet system of designations for factories and many related subjects you must know that the term "aircraft factory" can refer to many VERY different items - different in the sense of tasks, size and subordination. We think that the most correct way will be to divide it, at first by subordination and then by purpose. There were three branches which had aircraft factories, namely:

MAP **M**inisterstvo **A**viatsionnoi **P**romyshlennosti (Ministry of Aviation Industry)
MGA **M**inisterstvo **G**razhdanskoi **A**viatsii (Ministry of Civil Aviation) - about the same as Aeroflot
MO **M**inisterstvo **O**borony (Ministry of Defence)

MAP - Ministerstvo Aviatsionnoi Promyshlennosti

The **MAP** was responsible for the design and production of both civil and military planes, helicopters, aviation weapons, equipment etc. Its structure includes two sorts of aircraft factories:

Serinyye zavody (those usually associated with the word "aviazavod") - intended for mass production of types which are selected for that. These factories formally were not the property of any design bureau, but in fact had many informal links. In general Russian speaking these are named as "[city's] aviazavod" (for example " Irkutski aviazavod") or with its old numbers: "XX-th zavod". These numbers were used in official documents starting within the 1930s until the mid-1960s and looked like "Zavod No 21 MAP" - this time it meant the factory in Gorki. Note that it was written "zavod MAP" and not "aviazavod" because the MAP had other factories, for example aero-engine, which also were named simply "Zavod No XX MAP". Subsequently the number system was changed to other systems intended to mislead foreign intelligence. Most factories in the late 1960s were renamed as "[city's] machine-building factory "[name]" - for example, "Moskovski mashinostroitelny zavod (MMZ) 'Znamya Truda'" as "Zavod No 30 MAP" at Khodynka was renamed.

In the mid-1970s and 80s, when secrecy (at least in its most foolish examples) faded, most factories were renamed again as "[city's] usually in use as acronym only - [first letter[s] of city's name] APO", where **APO** means "**A**viatsionnoye **P**roizvodstvennoye **O**byedineniye" (aircraft production association - association means that this enterprise unites many various subdivisions and underlines the fact that a modern plane is result of broad co-operation). MAPO, IAPO, NAPO, KnAAPO are factories from Moscow, Irkutsk, Novosibirsk and Komsomolsk-na-Amure. But some were named in a different style much later - so the Voronezh aviation factory now is known as **VASO** - **V**oronezhskoye **a**ktionernoye **s**amolyotostroitelnoye **o**bshchestvo. So each time when you write about a particular machine you must take into account to what period it relates. So the Il-18 family's production was started at "Zavod No 30 MAP" but ended at Moskovski mashinostroitelny zavod "Znamya Truda".
The style "**GAZ** (**G**osudarstvenny **A**via**z**avod) No XX" is not used, we guess, from the early 1930s (this is the reason why Russians are amused each time when they see "GAZ No XX" related to modern jet planes). Exceptions known are very few, moreover we are not 100 % sure that these examples are official - we know only about KiGAZ (Zavod No. 473 in Kiev).

The MAP's include: Serinyye zavody (post-war only)
Many plants had other numbers or locations over the years but especially during the WW2 period. Locations and numbers mentioned are related to the post-war period and the types mentioned have been built there. The Post office codes are given as in many official documents the aircraft owner is presented under its post office code, including military aircraft mentioning the post office code of the military airfield.

No.	P/O Box	City	Later name and/or factory name	Types built after WW2
1	V-2774	Kuibyshev/Samara-Bezymyanka ?	"Progress"	Il-28, MiG-9, MiG-15, MiG-17, Tu-16; since 1958 SLVs (Vostok, Voskhod, Soyuz, Molniya, N-1, Energiya)
18	V-2776	Kuibyshev/Samara-Bezymyanka	"Aviakor"	Il-28, Tu-4, Tu-95, Tu-114, Tu-116, Tu-126, Tu-142, Tu-154, Molniya 1, An-140
21	R-6719	Gorki/Nizhni Novgorod-Sormovo	"Sokol"	MiG-15, MiG-17, MiG-19, MiG-21, MiG-25, MiG-29UB, MiG-31, M-101T, Yak-130
22	A-3858	Kazan-Borisoglebskoye	im. S.P. Gorbunova	Tu-4, Tu-16, Tu-104, Tu-22, Tu-22M, Il-62, Tu-160, Tu-214
23		Moscow-Fili	im. M.V. Khrunicheva	Mi-6, M-4, 3M, Tu-4; since 1961 spacecraft and SLVs (Proton)
30	A-1122	Moscow-Khodynka	im. P.V. Dementyeva	Il-14, Il-28, Yak-26, Il-18, MiG-21, Il-20, Il-22, Il-38, MiG-23, MiG-29, T-101, T-411
		Lukhovitsy-Tretyakovo (outlet of No. 30)	LAPIK	Il-28, MiG-23, MiG-27, MiG-29, Su-29, Su-31, Aviatika 890, Il-103, MiG-AT (planned)
31	A-1186	Tbilisi-Vali (Georgia)	Tbilaviamsheni	Yak-15, Yak-17, Yak-23, MiG-15, MiG-17, La-17, MiG-21U, Su-25
39	A-3621	Irkutsk-2 (Vostochny)	im. 60-letiya SSSR	Tu-14, Il-28, An-12, Yak-28, An-24T, MiG-23U, MiG-27, Su-27UB, Su-30MKI, Yak-112, Su-34, Be-200
47	A-7885	Orenburg	"Strela"	Mi-1, La-17, warbirds, Ka-226

64	V-8808	Voronezh-Pridacha	VASO	An-10, An-12, Il-28, Tu-16, Tu-128, Tu-143, Tu-144, Il-86, Il-96 & An-148, Il-112V
82		Moscow-Tushino	Tushinski MZ	Sukhoi T-4, Buran
84	A-1380	Tashkent-Vostochny (Uzbekistan)	im. V.P. Chkalova	Li-2, Il-14, An-8, Ka-22, An-12, An-22, Il-76, Il-114
86	A-1175	Taganrog-Yuzhny	im. G. Dimitrova	Be-6, Be-10, Be-12, Tu-95, Tu-142, A-50 (Il-76 AWACS conversions), Be-200
99	R-6759	Ulan Ude-Vostochny	Ulan-Udenski AZ	Ka-15, Ka-18, Yak-25RV, Ka-25, Mi-8, Mi-17, MiG-27, Su-25, Ka-60 (planned)
		Ulan Ude-Mukhino		An-24B (same factory but assembled at Ulan-Ude's civil airport)
116	B-8291	Arsenyev	"Progress"	Yak-18, Yak-50, Yak-52, An-14, Mi-24, Mi-34, Ka-50, Ka-52, Ka-62, SP-55
124		Kazan-Borisoglebskoye		Li-2
126	M-5879	Komsomolsk-na-Amure-Dzyomgi	im. Yu.A. Gagarina	Li-2, MiG-15, MiG-17, Su-7, Su-17, Su-20, Su-22, Su-27, Be-103, Su-30MKK, Su-80, SSJ
135	V-2660	Kharkov-Karotish (Ukraine)	im. Len. Komsomola	Yak-18, MiG-15UTI, Tu-104, Tu-124, Tu-134, Tu-141, An-72/74, An-140
153	G-4744	Novosibirsk-Yeltsovka	im. V.P. Chkalova	MiG-15, MiG-17, MiG-19, Yak-28P, Su-7, Su-9, Su-11, Su-15, Su-24, Su-34, An-38
166	V-2512	Omsk-Severny	"Polyot"	Il-28, Tu-104, An-74, An-3, "Veter" trikes; 1960 - 1992 and from 2009 only ICBMs (R-12, R-16, 8K84), SLVs (Kosmos) and satellites
168	V-8899	Rostov-na-Donu-Severny	"Rostvertol"	Yak-14, Mi-1, Mi-6, Mi-10, Mi-24, Mi-26, Mi-28
256		Dubna	"Raduga"	Dubna 2
272		Leningrad-Novaya Derevnya	Severny zavod	Yak-11, Yak-12, Yak-18, Yak-24; since 1960 SAMs
292	V-8122	Saratov-Yuzhny	Saratovski AZ	Yak-11, La-15, Mi-4, Yak-25, Yak-27, Yak-40, Yak-38, Yak-42, Yak-54
387	G-474	Kazan-Osnovnoi	Kazanski VZ	Mi-1, Mi-4, Mi-8, Mi-9, Mi-14, Mi-17, "Ansat", "Aktai", Mi-38, Yak-12
464	A-3238	Dolgoprudny-Vodniki	Dolgoprudnenski MZ	Yak-12, Yak-16, An-2M; since 1962 SAMs
473	M-5249	Kiev-Svyatoshino (Ukraine)	"Aviant"	An-2, An-24, An-26, An-30, An-32, An-124
475	G-4561 ?	Smolensk		Yak-12; Yak-18T, La-17, Yak-42, M-55, SM-92, also ALCMs
---	M-5981	Kumertau-Vorotynovka	KumAPP	Ka-26, Tu-143, M-17, Ka-27, Ka-29, Ka-32, Ka-226
---		Ulyanovsk-Vostochny	"Aviastar"	An-124, Tu-204, Il-76MD-90A

Opytnyye zavody

The **Opytnyye zavody** are an unbreakable part of most Design Bureaus (OKBs), intended to build (no mass production in any sense) new types (opytnyye mashiny - prototypes) or for modifying them according to the OKB's requirements. Usually they built 1-3 prototypes of a new type and made deep modifications of prototypes of a new version. Frequently in common language it is referred to as "opytnoye proizvodstvo" which underlines that these factories are not factories in the common sense, but are subordinated to the OKB without which its existence would be senseless. All "opytnyye zavody" have the same evolution in names as the "serinyye zavody", but without the last stage (xAPO). So, the Tupolev OKB had *"Zavod No 156"* on Yauza river embankment which later became *MMZ "Opyt"*, while Ilyushin had *"Zavod No 240"* at Khodynka (NOT the same as "30") which became *MMZ "Strela"*.

The Opytnyye zavody are: (names given are those at the end of the Soviet era)

Antonov	573	Kievski MZ im. O.K. Antonova	Kiev-Svyatoshino (separated from "seriny zavod" (473) in 1965)
Beriev	49	Taganrogski MZ im. G.M. Berieva	Taganrog-Yuzhny
Ilyushin	240	MMZ "Strela" im. S.V. Ilyushina	Moscow-Khodynka
Kamov	938	Ukhtomski VZ im. N.I. Kamova	Lyubertsy-Ukhtomskaya
Lavochkin	301	GSMZ/NPO im. S.A. Lavochkina	Moscow-Khimki
Mikoyan	155	MMZ "Zenit" im. A.I. Mikoyana	Moscow-Khodynka (Leningradskoye shosse)
Mil	329	Moskovski VZ im. M.L. Milya	Lyubertsi-Panki and Moscow-Sokolniki
Myasishchev	---	EMZ im. M.V. Myasishcheva	Zhukovski (south side of Ramenskoye)
Sukhoi	51	MMZ "Kulon" im. P.O. Sukhogo	Moscow-Khodynka
Tupolev	156	MMZ "Opyt" im. A.N. Tupoleva	Moscow-Lefortovo (Yauza river embankment)
Yakovlev	115	MMZ "Skorost'" im. A.S. Yakovleva	Moscow-Khodynka (Leningradski prospekt)

EMZ	Eksperimentalny mashinostroitelny zavod	Exprimental Machine-building Plant
GSMZ	Gosudarstvenny soyuzny mashinostroitelny zav.	State-owned All-union Machine-building Plant
MMZ	Moskovski mashinostroitelny zavod	Moscow Machine-building Plant
MZ	always means "Mashinostroitelny zavod"	Machine-building Plant/Factory
NPO	Nauchno-proizvodstvennoye obyedineniye	Scientific Production Association
VZ	Vertolyotny zavod	Helicopter Factory

MGA - Ministerstvo Grazhdanskoi Aviatsii

The **MGA** was responsible for the servicing of the civil planes it had on charge. So it had maintenance facilities which also were named "aviazavod", but these were not "Zavod No XX MAP" but "Aviazavod No XX Aeroflota" or "Aviazavod No XX MGA" - the first variant was used usually. Later these were renamed as "[number] ARZ MGA", and after the perestroika they became various joint-stock companies and so on. For example, in Bykovo was situated "402nd zavod Aeroflota" later "402nd ARZ MGA", and and finally it was named BASCO - **B**ykovo **A**ir **S**ervicing **Co**mpany. **ARZ** means "**a**via**r**emontny **z**avod" - aircraft maintenance plant (facility).
Some ARZs now operate, or have operated, their own airlines, like VARZ's Airlines 400 and BASO's Remont.

The MGA's are:

ARZ-21 (SPARK)	Leningrad-Pulkovo	Mi-8, Ka-32
ARZ-24	Khabarovsk	An-2, Mi-2
ARZ-26 (UTair)	Tyumen-Plekhanovo	An-2, Mi-2, Mi-8
ARZ-41 (OZGA)	Omsk-Fyodorovka	Mi-8
ARZ-67	Krasnoyarsk (city airfield)	An-2
ARZ-73	Magadan (Far East)	An-2, Li-2, Mi-8
ARZ-243	Tashkent-Yuzhny (Uzbekistan)	Ju 52/3m, An-2, Il-12, Il-14 Il-18, Il-62, Il-76
VARZ-400	Moscow-Vnukovo	C-47, Li-2, Il-12, Il-14, Tu-104, Tu-114, Tu-154
ARZ-401 (NARZ)	Novosibirsk	Ju 52/3m, Mi-6, Mi-8, Mi-10, Mi-17, Mi-24, Mi-26
ARZ-402 (BASCO)	Moscow-Bykovo	Li-2, Mi-6, Il-18, Il-76, Yak-42
ARZ-403	Irkutsk	Ju 52/3m, Li-2, Mi-4, An-24, Mi-8, An-26, An-30, and probably Tu-104
ARZ-404 (UARZ)	Sverdlovsk/Yekaterinburg	Mi-8, Mi-17, aero-engines
ARZ-405	Almaty (Kazakhstan)	Ju 52/3m, Li-2, An-2, Mi-8, Yak-52
ARZ-406	Aktobe (Aktyubinsk, Kazakhstan)	An-2, Mi-2, Yak-18
ARZ-407 (MARZ)	Minsk-Loshitsa (Belarus)	Li-2, Il-14, Tu-124, Tu-134, Yak-40
ARZ-410	Kiev-Zhulyany (Ukraine)	An-24, An-26, An-30, An-32
ARZ-411	Mineralnyye Vody	Li-2, An-2, Mi-1, Mi-2, Tu-154
ARZ-412	Rostov-na-Donu	An-10, An-12, An-24, Tu-134
ARZ-416	Komsomolsk-na-Amure	types unknown
ARZ-420	Kharkiv (Ukraine)	An-2, Yak-18, Let L-410
ARZ-421	Vinnitsa (Ukraine)	An-2, Ka-26, Mi-2, Yak-52
ARZ-425	Kishinyov (Moldova)	Ka-26
ERDAZ	Kazan-Osnovnoi	Mi-8

MO - Ministerstvo Oborony

The **MO** (MoD) was responsible for the servicing of all combat and some transport/auxiliary types it had on charge. So it also had maintenance facilities which were also named "[number] ARZ VVS" or "[number] ARZ Minoborony" - the latter is more correct but used rarely, so several ARZs must be named "[number] ARZ VMF" (VVS = Air Force, VMF = Navy). For example, in Lvov was situated the "117th ARZ VVS" and in Pushkin the "20th ARZ VMF". The latter and the "150th ARZ VMF" were transferred to the Air Force in December 2000 and became "20th ARZ VVS" and "150th ARZ VVS" accordingly. In 2000, 25 ARZs still remained on charge of the Russian MO. Also subordinated to the MO were the two ARZs of the para-military sports organisation DOSAAF.

There were 58 ARZ VVS, 4 VMF, 4 PVO in the former Soviet Union, of which 33 ARZ VVS were situated in Russia. These numbers included repair plants for aero-engines, instruments and the like.

The MoD's are:

12 ARZ VVS	Khabarovsk-2 (Far East)	Mi-6, An-2 (also civil aircraft)
20 ARZ VMF/VVS	Pushkin	Tu-16, Yak-28PP, Il-18, Il-20, Il-22, Il-38, Mi-8, Ka-32; conversions
117 ARZ VVS	Lvov (Ukraine)	MiG-15, MiG-17, MiG-21, MiG-23, MiG-27, MiG-29
121 ARZ VVS	Kubinka-Stary Gorodok	MiG-21, MiG-23, MiG-29, Su-25, Su-27, jet engines
123 ARZ VVS	Staraya Russa-1	An-8, An-12, Il-76, Il-78, turboprop engines
148 ARZ VVS	Belaya Tserkov (Ukraine)	Tu-95 (was the VVS head plant in the former Soviet Union)
150 ARZ VMF/VVS	Lyublino-Novoye	Tu-22M, Ka-27, Mi-8, Mi-24, turboshaft engines
152 ARZ VVS	Jüterbog-Altes Lager (E. Germany)	MiG-21
170 ARZ VVS	Gorki/Nizhni Novgorod	types unknown
218 ARZ VVS	Gatchina	equipment
275 ARZ VVS	Krasnodar-Aviagorodok-5	MiG-15, MiG-21, MiG-23, MiG-29, Su-27, L-29, L-39
295 ARZ VVS	Lugansk-4 (Ukraine)	Yak-18, MiG-15, since the 1960s aero-engines (turboshaft and jet) only
307 ARZ VVS	Jüterbog-Damm (East Germany)	equipment
316 ARZ VMF	Yevpatoriya (Ukraine)	Be-12
322 ARZ VVS	Vozdvizhenka (Far East)	MiG-15, MiG-17, Su-7, MiG-21, MiG-23, MiG-27, Su-24, Su-25, Su-27, An-2
325 ARZ VVS	Taganrog	An-12, An-72, An-74, Il-76
328 ARZ VMF	Nikolayev (Ukraine)	Tu-142; production of NARP-1 ultralights
356 ARZ VVS	Engels-1	Mi-2, Mi-8
360 ARZ VVS	Ryazan-Dyagilevo	3M, Tu-22, Tu-22M, Tu-95, Il-76, Il-78
419 ARZ VVS	Gorelovo-2	Mi-8, Mi-24, Ka-32
514 ARZ VVS	Rzhev-3	MiG-25, MiG-31, Su-24; production of "Poisk-06" trikes
535 ARZ VVS	Konotop (Ukraine)	Tu-4, Mi-2, Mi-6, Mi-8, Mi-10, Mi-24, Mi-26; production of Mi-171 planned
536 ARZ VVS	Chuguyev (Ukraine)	MiG-23, L-39
558 ARZ VVS	Baranovichi (Belarus)	Su-17, Su-22, Su-25, Su-27, MiG-29, An-2
562 ARZ VVS	Odessa (Ukraine)	MiG-21, MiG-27, L-39
569/308 ARZ VVS	Ivanovo-Severny	Li-2, An-2, An-24, An-26, An-30, An-22, An-72, An-74, Yak-52
570 ARZ VVS	Yeisk	equipment
713 ARZ PVO ?	Zaporozhye (Ukraine)	Yak-28, MiG-25, Su-27, Su-17, Su-25; production of 3-10 ultralights (now named 'MiGremont')
770 ARZ VMF	Sevastopol (Ukraine)	Yak-18, Mi-4, Be-12, Ka-25, Mi-14, Mi-8, Mi-17, Ka-27, Ka-28, Mi-2, Ka-29, Ka-32, Mi-24, Mi-35
805 ARZ PVO	Dnepropetrovsk (Ukraine)	MiG-25 ?
810 ARZ VVS	Chita-45	Mi-8, Mi-24
825 ARZ VVS	Rangsdorf (East Germany)	Mi-1, Mi-2, Mi-8, aero-engines (closed in 1994)
MARZ DOSAAF	Fedurnovo (Chornoye)	Po-2, UT-2, A-2, A-9, Yak-18, Yak-11, Yak-12, An-2, L-13, A-11, A-13, Mi-1, Mi-4, Mi-2, PZL-104, Mi-8
ShARZ DOSAAF	Shakhty	An-2, Mi-2, PZL-104, Yak-18, Yak-52
. . . ARZ VVS	Fergana (Uzbekistan)	An-12
. . . ARZ PVO	Nizhni Tagil	MiG-23 ?
. . . ARZ VVS	Orsha-Bolbasovo (Belarus)	Tu-16, Tu-22M, Tu-134, Mi-8, Mi-24
. . . ARZ PVO	Sumgait-Nasosnaya (Azerbaijan)	MiG-25

Apart from that until the political changes in Eastern Europe, there were several repair facilities in other countries which specialised in the repair of Soviet transports. If you take, for example, the Mi-8: It was repaired also by VEB Flugzeugwerft Dresden (Dresden Aircraft Maintenance Facility) in Dresden/East Germany and by Dunai Repülőgépgyár (Danube Aircraft Factory) in Tököl/Hungary.

MSP - Ministerstvo Sudostroitelnoi Promyshlennosti

This is the Ministry of Shipbuilding. Normally, its shipyards and factories did not produce aircraft, but there was one exclusion - the ekranoplans (wing-in-ground-effect craft). The Soviet military-industrial complex did not consider them aircraft in the beginning, but some of them in fact were.

All the ekranoplans were built by the opytny zavod "Volga" TsKB po SPK (prototype factory "Volga" of the Central Design Bureau for Hydrofoils) in Chkalovski near Gorki/Nizhni Novgorod. This factory belonged to the KB once headed by Rostislav Alekseyev and normally produced hydrofoils.

Construction number explanation & location

Aero 45 & 145

1 & 2 **Two Ae 45 prototypes built by Aero at Prague-Vysocany from 1947/1948**

49-003 **181 Ae 45 and 22 Ae 45 S built by Aero at Prague-Vysocany from 1949 to 1951**
The construction number consists of the year of manufacture and a sequential number.

02-006 **228 ? Ae 45S built by LET (SPP from 1957) at Kunovice from 1955 to 1959**
The construction number consists of the batch number (01 to 13) and the number in the batch.

15-001 **142 Ae 145 built by SPP at Kunovice from 1959 to 1961**
The construction number consisted of the year of manufacture and a sequential number. The sequential number was originally two digits and confirmed as such in the Czech Register and can also be seen on numerous external plates attached to aircraft. At some stage, probably after the 100th aircraft had been built, the two digit sequential number is widely referred to with a preceding zero, presumably this was just for standardisation purposes.

The construction plate is at the left side of the lower fuselage just in front of the wing root.

Antonov An-2

-- **4 ? An-2 prototypes built by factory # 153 at Novosibirsk-Yeltsovka from 1947/1948**

1 07 473 07 **3,164 An-2 built by factory # 473 at Kiev-Svyatoshino from 1949 to 1963**
All construction numbers start with the digit 1 for which the meaning is unknown, then the two or three digit batch number, followed by 473 (not painted on export aircraft but we have included them between brackets in the text for cosmetic reasons) which is the Kiev-Svyatoshino factory number, the last two digits indicate the number in the batch.
The highest recorded batch number is 175; the number of aircraft in batches 01 to 33 was 10, and in batches 34 to 174 was 20. The initial batch 00 was limited to four aircraft. When 3,164 is the correct number built the final, 175th, batch should have contained fourteen aircraft.

6 004 07 **506 ? (possibly 428 ?) An-2M built by DMZ (factory # 464) at Moscow-Dolgoprudny from 1965 to 1968**
18 batches have been produced with as many as 50 aircraft per batch. In total this plant built 506 An-2Ms of which 206 were exported to 7 countries (Bulgaria, Yugoslavia, Hungaria, Cuba, India, Mongolia and Romania). However, batches 1/2 had 5 aircraft (10), batches 3/4/5 had 10 (30), batches 6/13 had 20 aircraft (160), batches 14/17 had 50 aircraft (200) and finally batch 18 had 28 aircraft. Adding these totals a number of 428 is reached, so far less than 506 as widely published.
The construction number gives the year of manufacture (1965-1968), the three digit batch number and the number in the batch.

1G15-07 **11,915 An-2 built by WSK PZL at Mielec (Poland) from 1960 to 1991**
All Polish built An-2s have a construction number preceded by '1G' - the 'G' is written in Cyrillic script (Г) for exports (or intended exports) to the Soviet Union and also presumably Bulgaria. The 1 at the beginning stands for 'aircraft' whilst the G indicates it is the 7th type of aircraft built by the Mielec factory. The aircraft are built in batches and the construction number indicates the batch number and the number of the aircraft in that batch.

The construction number is normally painted under the horizontal stabilizer on the left-hand side. In rare cases (see photo above right) it is painted on the right-hand side.

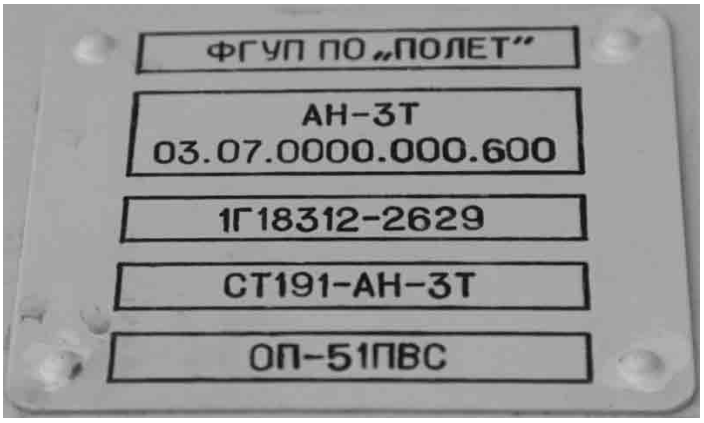
Most aircraft also have a plate (see photos below) on the engine-bulkhead inside the engine-compartment. Other known places include the second joist behind the cockpit, on the bulkhead behind the engine (only accessible when you have some kind of stairs and the cowlings are opened), sometimes on the rear wall of the cabin and agricultural variants sometimes have it painted on the hopper inside the cabin.

Antonov An-3

2005 **26 An-3T converted by PO "Polyot" (former Factory # 166) at Omsk from 1998 to 2008**

2106-06-01 We present here the conversion numbers of the An-3T aircraft, but the complete construction number contains the old An-2 construction number plus the conversion number. The first two digits of the conversion numbers denote the year of conversion (98 for 1998, 20 for 2000, 21 for 2001 and so on), followed by a sequence number, and then comes the number in the batch and the batch number. As such, for example, RA-05883 for completeness should be 1G21019-2003-02-01.

The construction number is situated on a plate below the left horizontal stabilizer.



Antonov An-8

--- **1 An-8 prototype (izd. P) built by factory # 573 at Kiev-Svyatoshino**

9 34 02 04 **151 An-8 built by factory # 84 at Tashkent-Vostochny from 1957 to 1962**
The number system for the first 50 An-8s built from 1957 is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number and the last two digits are the number in the batch.

0A 34 20 With the second system used for the 101 aircraft built from 1960 to 1961 the first digit indicated the year of manufacture (0 for 1960 and 1 for 1961), then a Cyrillic letter standing for a batch number; А, Б, В, Г, Д, Е, Ж, З, И, Й (not used) К, followed by the number 34 indicating the factory number (84 !), the final two digits representing the number in the batch (10 for the first, 20 for second and so on but ending with 01 for the 10th aircraft).

The construction number is normally to be found on the tail of the aircraft; military examples also carried it on the starboard side of the nose, aft of the flight deck. The construction number plate is situated between the cockpit roof windows above the flight engineer's seat.

Antonov An-10 'Ukraina'

---
1 An-10 prototype built by factory # 573 at Kiev-Svyatoshino

9 4 008 02
108 An-10 built by factory # 64 at Voronezh-Pridacha from 1957 to 1960

The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (4 indicating factory number 64 !), then the three-digit batch number and the last two digits are the number in the batch.

The construction number on red/white painted An-10s was normally stencilled on the ventral fin of 'straight' An-10s or on the outer faces of both ventral fins of the An-10A. Aircraft wearing the later blue/white colour scheme sometimes had the construction number stencilled on the vertical stabilizer.

Antonov An-12

9 9 008 05
140 An-12 and 15 An-12A built by factory # 39 at Irkutsk-2 (Vostochny) from 1957 to 1962

The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (9 indicating factory number 39 !), then the three-digit batch number and last two digits are the number in the batch. Batch 1 consisted of two aircraft, batch 2 consisted of 3 aircraft, batches 3-5 consisted of 5 aircraft, batches 6-17 consisted of 10 aircraft, batch 18 consisted of 10 An-10As and finally batch 19 consisted of 5 An-10A's.

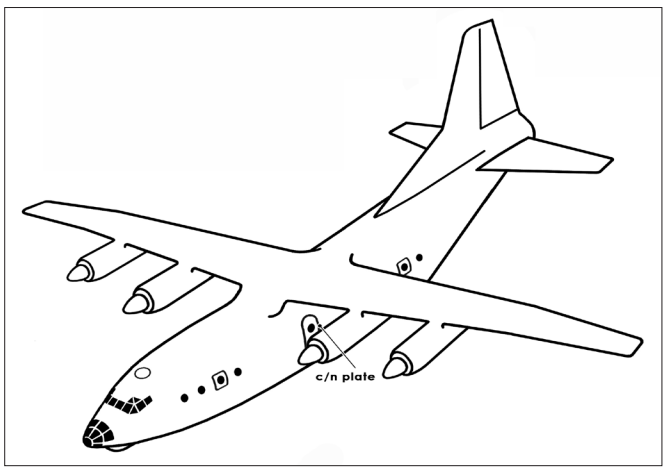
024001
For Irkutsk exports numbers 024001/024012 are also known.

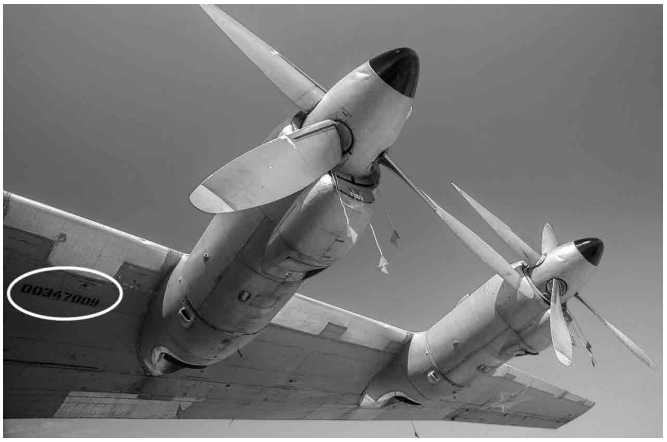
2 40 08 02
258 An-12 built by factory # 64 at Voronezh-Pridacha from 1961 to 1965

Total production is reported as being 258 aircraft, however we come to 253 regarding batches 1 to 16 of six aircraft each, batches 17 to 28 twelve aircraft and batch 29 of thirteen aircraft. Voronezh stopped using the year of manufacture in the construction number from 1963. The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (40 indicating factory number 64 !), then the two digit batch number and last two digits are the number in the batch. Aircraft up to construction number 401604 were built as An-12As, 401605 onwards were An-12Bs, with subsequent upgrades and conversions as per the other factories.

4 34 23 05
830 An-12 built by factory # 84 at Tashkent-Vostochny from 1961 to 1972

The construction number for the Tashkent built An-12s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number and last two digits are the number in the batch.





Normally, the construction number is painted on the tail of the aircraft, often only on the right hand side, but on military aircraft it might also be painted on the nose. Apart from the usual locations, grey-painted military An-12s sometimes carry the construction number under the wing leading edge at the roots. With factory 84 aircraft the construction number plate is attached to the rafter at the right hand side when entering the main door at the port side.

Antonov An-14 'Pcholka'

---
3 An-14 prototypes built by factory # 573 at Kiev-Svyatoshino

9 026 14
340 An-14 built by factory # 116 "Progress" at Arsenyev from 1965 to1971
The construction number is explained as follows: first digit is year of manufacture (1965 - 1971), digits 2 to 4 are the batch number and the last two digits the number in the batch.

Where is the construction number to be found?

Antonov An-22

01 01 & 01 02
2 An-22 prototypes and 1 mock-up built by factory # 573 at Kiev-Svyatoshino

8 34 02 02
66 An-22 (38 An-22 & 28 An-22A) built by factory # 84 at Tashkent-Vostochny from 1965 to1976
Two construction number systems exist: The An-22 has a usual Antonov system with the year of manufacture, factory code 34 indicating the factory number (84 !), batch number and the number in the batch.

04 34 81256
The An-22A shows the year of manufacture followed by the factory code; then there is a typical, obscure five digit number. The first digit is always an '8', the second progresses upwards. see below for an explanation of the last three digits (a similar system was also later used for the Il-76s and some Il-114s built at the same Tashkent factory).
The following shows a system to decipher the last 3 digits of the An-22A construction number to determine the line number of the actual aircraft.
The last 3 digits of the construction number is divided by 5 and the remainder where applicable is rounded up. This gives the sequence number of the aircraft, which relates to the batch and the number in the batch. See the examples below.
c/n 03340501 the last An-22 in the original c/n system, is line number 05-01 and the 41st aircraft built.
c/n 033480209 is confirmed as line number 05-02 (42nd aircraft built). 209 divided by 5 = 41.8 rounded up equals 42
c/n 043481250 is confirmed as line number 05-10 (50th aircraft built). 250 divided by 5 = 50
c/n 043481251 is confirmed as line number 06-01 (51st aircraft built). 251 divided by 5 = 50.2 rounded up equals 51
c/n 053485336 line number 07-08 (68th aircraft - last one built). 336 divided by 5 = 67.2 rounded up equals 68

The An-22 construction number is often painted in two places. On the outside, by standing by the port undercarriage housing and looking up, you will see it painted on the underside of the wing near the wing root. Inside, it is stencilled on the roof between the main wings.

Antonov An-24 & An-26

0001/2/3/5/6
5 An-24 proto & pre-production built by factory # 573 at Kiev-Svyatoshino 1959/60

5 73 020 02
998 ? An-24 built by factory # 473 at Kiev-Svyatoshino from 1960 to 1977
The construction number for the An-24 is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (73 for 473) then the two digit batch number, the last two digits being the number in the batch.

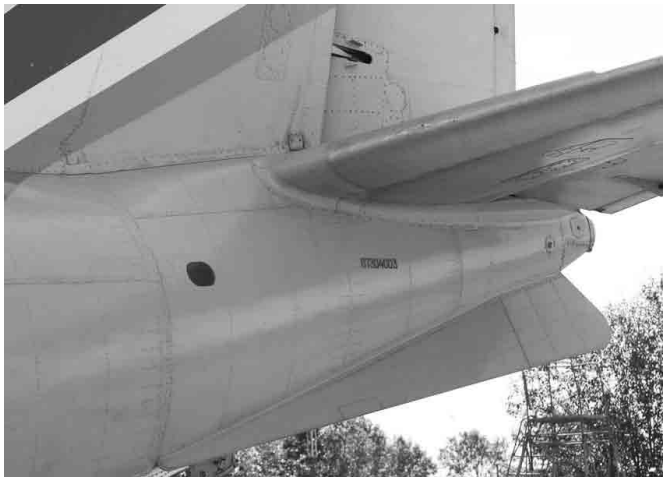
6 99 007 05
180 An-24B built by factory # 99 at Ulan-Ude-Mukhino from 1965 to 1971
The construction number here is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (99) then the two-digit batch number and the last two digits are the number in the batch.

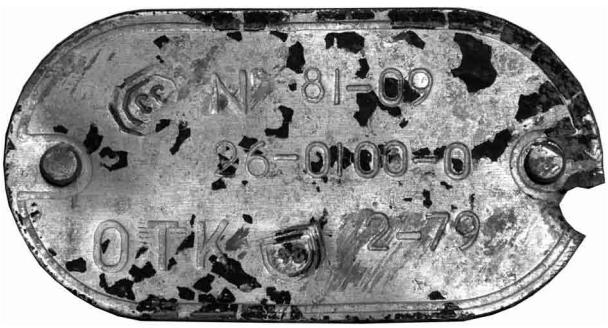
102 1 8 01
163 An-24T/TV/RT freighters built by factory # 39 Irkutsk-2 (Vostochny) from 1967 to 1971
There seem to be two methods of construction number presentation for Irkutsk built An-24s. The first is used on export aircraft and the explanation is believed to be as follows: all start with 102 which is the code for type of aircraft from factory 39, this is followed by a single digit which might indicate a code for the country of export, then there is a 8, 9 or 0 which represents the year of manufacture (1968 to 1970) and the last two digits are a sequence number for exported An-24T aircraft. Regarding the total number of An-24s built it seems likely the aircraft above come from the series mentioned below but possibly they received an "Aviaexport" number for foreign customers.

7 9 1 01 04
The second construction number explanation is probably as follows; the first digit is for the year of manufacture (from at least 1966 till 1970), the second digit is always a 9 and is the factory code (factory # 39 Irkutsk), this is always followed by 1 which remains unexplained, the final four digits are divided in two pairs representing the batch number and the number in the batch.

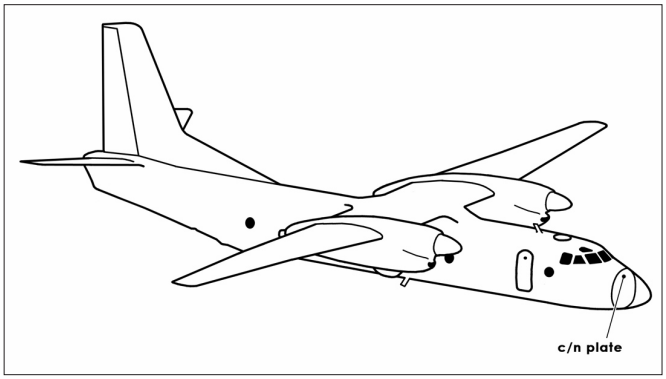
21 02
1,398 ? An26 built by factory # 473 at Kiev-Svyatoshino from 1969 to 1986
The construction number for the An-26 is explained as with many other Soviet built aircraft representing batch number and number in the batch. In more recent years, many An-26s have the year digit and factory number 73 (for factory 473) followed by a 0 (zero) for batches below 100 (e.g. 67304103), however, this is not an official part of the construction number. This presentation was only undertaken by ARZ-403 overhaul plant at Irkutsk. There are examples where this 'long' construction number was painted on but later changed back to the proper 'short' construction number.

The construction number is normally stencilled under the horizontal stabilizer on the left side of the aircraft (and for the An-26 in most cases only showing the batch and the number in the batch).





With the An-26s it is known a construction number plate is attached at the frame, between the hinges of the crew entry door on the forward right side of the fuselage and also there is a second plate inside the doors covering the right hand engine. Also with the An-26, and probably as well with the An-24s, a construction number plate is attached to a panel which is attached to the front bulkhead, front side. For the An-24, construction number plates are also in the upper side of the cabin door clearly showing batch number and number in the batch.



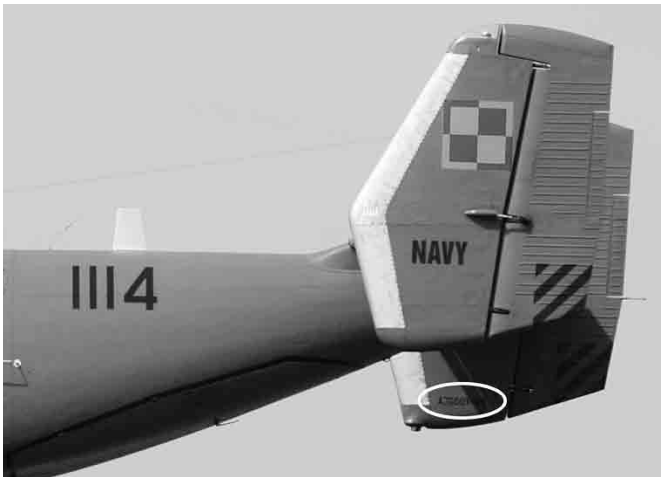
Antonov An-28 & M28

01, 02 ? & 03 ? **3 An-28 prototypes built by factory # 573 at Kiev-Svyatoshino**

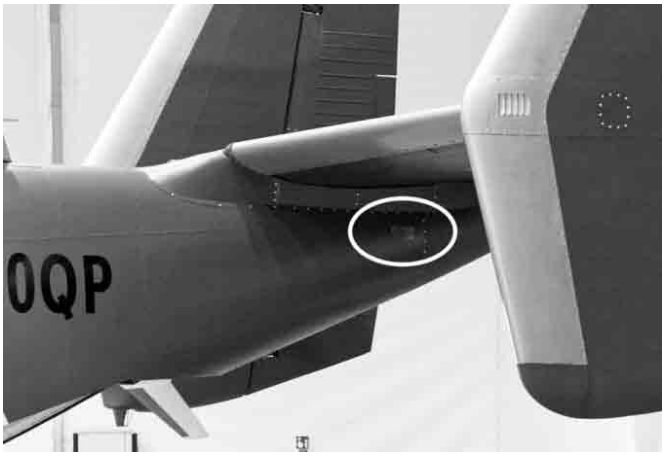
1AJ001-03 **185 An-28 built by WSK Mielec from 1984 to 1992**
The figures in the construction number simply represent the batch number followed by the number in the batch. However, this is prefixed by '1AJ' where 1 stands for aircraft and AJ for An-28 (36th product built by Mielec).

AJG001-04 **24 M28-B1R Bryza (PZL-10S engines) built WSK Mielec from 1994 to 2007**
The figures in the construction number simply represent the batch number followed by the number in the batch. However, this is prefixed by 'AJG' where AJ stands for An-28 (36th product built by Mielec), and the 'G' indicates M28- B1R Bryza.

AJE001-09 **81 PZL M28 "Skytruck" (P&W powered) built by WSK Mielec from 1993 to 2016**
The figures in the construction number simply represent the batch number followed by the number in the batch. However, this is prefixed by 'AJE' where AJ stands for An-28 (36th product built by Mielec), and the 'E' indicates M28 Skytruck.



The construction number is often painted on the inside of both vertical stabilizers. The construction number plate is found under the horizontal tailplane on the left side.



Antonov An-30 & An-32

15 03 **123 An-30 built by factory # 473 at Kiev-Svyatoshino from 1972 to 1978**
The construction number for the An-30 shows the first two digits being the batch number and last two digits being the number in the batch.

001 & 003 **2 An-32 prototypes built by factory # 573 at Kiev-Svyatoshino in 1983**

33 01 **364 An-32 built by factory # 473 at Kiev-Svyatoshino from 1983 to 2013**
The construction number for the An-32 shows the first two digits being the batch number and last two digits being the number in the batch.

The construction number is normally stencilled under the horizontal stabilizer on the left side of the aircraft. In, at least, a Libian An-32 the construction number plate was found in the rear cargo bay above the rear-most window on the left hand side at about eye-level.

Antonov An-38

38.01.003 **3 An-38 prototypes built by NAPO (factory # 153) at Novosibirsk-Yeltsovka**
The construction number just gives type, batch number and number in the batch.

41638 4 7 01 0001 **5 An-38 production aircraft built by NAPO (factory # 153) at Novosibirsk-Yeltsovka**
The long construction number for the production aircraft can be explained as follows; 416 code for the Novosibirsk Aircraft Production was possibly obtained by playing around with the factory number. 38 is the product code (izdeliye 38), the next digit is quarter of certification followed by one digit for the year of certification; of the final 6 digits the first two are the batch number and the last four the number in the batch.

Where is the construction number to be found?

Antonov An-70

01 01 & 77 01 02 **2 An-70 prototypes built by ANTK im. Antonova (former factory # 573) at Kiev-Svyatoshino**
The construction number represents the batch number and the number in the batch. The meaning of the '77' prefix is unknown.

Where is the construction number to be found?

Antonov An-72, An-74 & An-76

01, 03 & 001/4/5/6 **6 An-72 prototypes built by KMZ (factory # 573) at Kiev-Svyatoshino**
365 720 10930 **179 An-72/74/76 built by factory 365 at Kharkiv-Sokolniki from 1985 to 2014**
365 470 10940 The construction number can be explained as follows: they all start with 365 indicating the factory code then the version '720' for the An-72, '760' for the An-76 (An-72P) and '470' for the An-74, finally the five digit 'post 1974' number (later became six and then seven digits).
The first two digits of the last five digits of the construction number increment starting at 01. At the beginning of batch 21, this became three digits after reaching 99. Also, from the beginning of batch 20, an extra digit was added to the last three of the construction number. Thus the the last five digits became six from batch 20 and seven from batch 21.
It is possible that a system exists to translate these number back to the line-number or build sequence number as the Tashkent factory did for the An-22 and Il-76 with the last three digits, but at present this is not known. Some of the last three digits in batches 1 and 2 have again been used in later batches. From batch 3, the last three digits of the construction number increment until batch 20 when they became four digits. As can be seen below, some other patterns have been established for aircraft within the majority of batches. The first 3 batches of aircraft built were of 5 aircraft only, from batch 4 onwards of 10 aircraft. From batch 6 onwards, the first two digits of the last five digits of the construction number are the same as the batch number until batch 10. From batch 10 onwards the first and the second digit added together, equate to the batch number until batch 18. The batch number for batches 21 and 22 now appears as the second and third digit of the last seven.
The construction number plate shows dots between the various parts of the construction number like 365.470.10.940.
471 81 01 1 **6 An-74 built by PO "Polyot" (former factory # 166) at Omsk from 1993 to 2004**
The last three of the construction number possibly are batch number and number in the batch.

So far only few attempts to find the construction number plate "on the trailing edge of the cargo ramp" were successful. However, An-72s and some An-74s have the construction number embossed on a small metal plate found on the inside of the emergency exit cover (at the rear of the cargo cabin on the starboard side), though some aircraft carry the fuselage number (line number) there instead.

Also, An-74s often have the construction number on the engine air intake/exhaust, APU exhaust covers and "remove before flight" strips attached to pitot/static covers, though these may be "borrowed" from another aircraft (fortunately this is rare). On these covers the construction number is usually stencilled in a split presentation with dots like 365.720.10.952 (for Kharkiv-built aircraft, but not for Omsk-built examples); the same presentation is often used in official files (e.g., accident/incident reports).

Antonov An-124 'Ruslan'

195 305 01006 **20 An-124 built by KiGAZ "Aviant" at Kiev-Svyatoshino from 1982 to 2003**
977 305 28 32054 **37 An-124s built by "Aviastar" factory at Ulyanovsk-Vostochny from 1986 to 2004**
The meaning of the construction number remains unclear. It is confirmed that aircraft with construction numbers starting with 977305 were built at Ulyanovsk and those starting with 195305 at Kiev and it seems 305 stands for the project number or product code (izdeliye 305). At both lines the last five digits are the famous 'post 1974' numbers. For those built at Ulyanovsk the 7th and 8th digit seem to refer to the quarter and year built.

The construction number is not painted on the exterior, but line numbers occasionally were found in wheel bays.

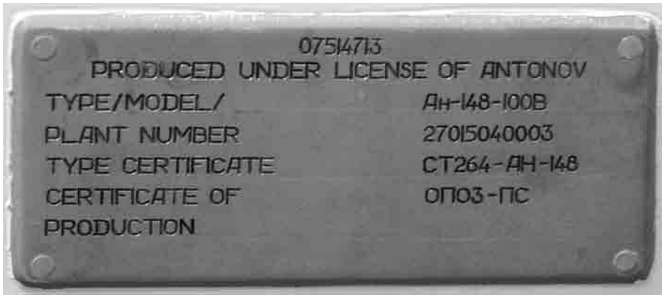
Antonov An-140

01 02 & 01 03 **2 An-140 prototypes built by ANTK im. Antonova (former factory # 573) at Kiev-Svyatoshino**
365 253 02 006 **12 An-140 built by KhGAPP at Kharkiv-Sokolniki from 1999 to 2011**
The construction number begins with the factory code 365, then the construction number gives 253 which is the product code for the An-140 (izdeliye 253). The last five digits are the famous 'post 1974' numbers.
The construction number plate shows dots between the various parts of the construction number like 365.253.02.006
05A001 **12 An-140 built by 'Aviakor' (former factory # 18) at Samara-Bezymyanka from 2003 to 2016**
All production aircraft construction numbers have, before the line number, the year of manufacture plus the letter 'A'.

In some production aircraft from Kharkiv the construction number plate was found just aft of the forward entry door.

Antonov An-148 & An-158

01-01, 01-02, 01-03 **3 An-148 prototypes built by ANTK im. Antonova (former factory # 573) at Kiev-Svyatoshino in 2004/05**
01-09 **3 An-148 to be built by KiGAZ "Aviant" (former factory # 473) at Kiev-Svyatoshino from 2007 to 2015**
201-02 **6 An-148 to be built by KiGAZ "Aviant" (former factory # 473) at Kiev-Svyatoshino from 2013 to 2015**
27015040001 **35 An-148 built by VASO (former factory # 64) at Voronezh-Pridacha from 2007 to 2019**
The construction number of this new type all start with 2701504 for which we have no explanation followed by what seems to be a four digit sequence number.



Where is the construction number to be found?

Antonov An-225 'Mriya'

19530503763 **1 An-225 built by KiGAZ "Aviant" (former factory # 473) at Kiev-Svyatoshino**
The meaning of the construction number remains unclear. 195305 is in line with the Kiev built An-124s and it seems 305 stands for the project number or product code (izdeliye 305). The last five digits are the famous 'post 1974' numbers. (note, the second aircraft was not completed !)

Where is the construction number to be found?

AVIC MA60 & MA600 & Y7G

05 10 **130+ MA60s, MA-600s and Y7Gs built by Xian Aircraft Industrial Corp. (XAC) at Xian-Yanliang from 2000**
The construction number of the MA60 and the cargo version Y7G gives the batch number is followed by the number in the batch.

09 7 III 07 The MA600 construction number gives the batch number, a 7 for the basic type Y7, then a Roman 1 or 3 for which we have no explanation and the number in the batch. This example as such is 09 07 and fits in between the other MA60 construction numbers.

Where is the construction number to be found?

AVIC Y20

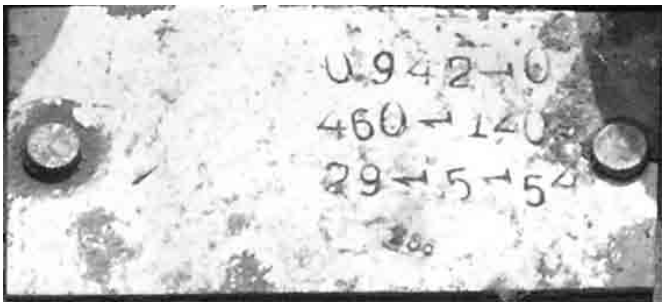
20 025 **60+ Y20 built by Xian Aircraft Industrial Corp. (XAC) at Xian-Yanliang from 2000**
The construction number of the Y20 gives the type and a sequence number.

On early build aircraft the construction number was painted on the tail on the left side. On later aircraft and others subsequently repainted in the low viz c/s the construction number is no longer painted on.

Beriev Be-6

--- **2 Be-6 prototypes built by factory # 477 at Krasnoyarsk**

40 60 16 01 **123 Be-6 built by factory # 86 at Taganrog-Yuzhny from 1952 to 1957**
The construction number gives the year built, the factory code (60) the two digit batch number and the number in the batch.



The construction number is on a plate fastened to the rear bulkhead, visible from inside the tail section.

Beriev Be-10

--- **2 Be-10 prototypes built jointly by factory # 86 and OKB-49 at Taganrog-Yuzhny in 1954/55**

0 60 06 01 **27 Be-10 built by factory # 86 at Taganrog-Yuzhny from 1958 to 1961**
The construction number gives the year built, the factory code (60) the two digit batch number and the number in the batch.

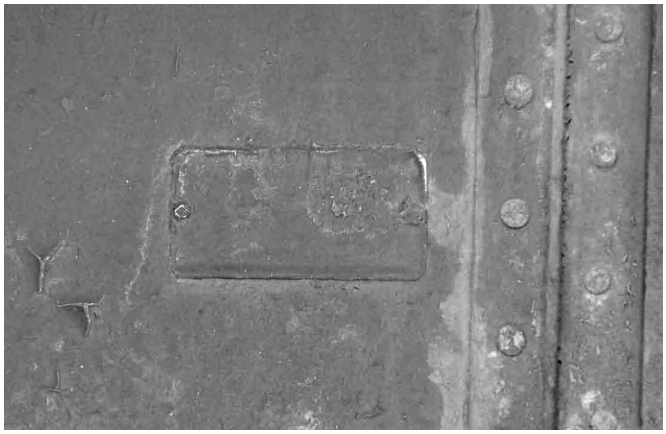
Where is the construction number to be found?

Beriev Be-12

--- **2 Be-12 prototypes built jointly by factory # 86 and OKB-49 at Taganrog-Yuzhny in 1960/62**

7 60 08 05 **140 Be-12 built by factory # 86 at Taganrog-Yuzhny from 1963 to 1973**
The construction number gives the year built, the factory code (60) the two digit batch number and the number in the batch.

The construction number is painted on the nose and on the outside of the wing floats.



The Be-12 construction number plate is attached inside the tail wheel bay.

Beriev Be-30

01, 02 & 03 **3 Be-30 prototypes built jointly by TMZ and factory # 86 at Taganrog-Yuzhny**

02 "OS" **5 Be-30 pre-production a/c built jointly by TMZ & factory # 86 at Taganrog-Yuzhny in 1970**

The construction number indicated the sequence number followed by "OS" standing for 'opytnaya seriya' (experimental batch).

Where is the construction number to be found?

Beriev Be-A40 'Albatros'

V1 & V2 **2 prototypes built jointly by TMZ and TAPO (former factory # 86) at Taganrog-Yuzhny**

The construction number just gives a sequence number.

Where is the construction number to be found?

Beriev Be-103 'Bekas' & SA-20P

3 2 04 **5 Be-103 prototypes built by KnAAPO at Komsomolsk na Amure-Dzyomgi from 1996 to 2000**

± 15? Be-103 built by KnAAPO at Komsomolsk na Amure-Dzyomgi since 2003

The construction number starts with the product code 3 (last digit of designation Be-103), followed by the batch number and the number in the batch.

The construction number plate is on the left rear side of the fuselage below the rear end of the left engine.

Beriev Be-200 'Altair'

768 200 00 02 **2 Be-200 prototypes built by IAPO (former factory # 39) at Irkutsk-2 (Vostochny) from 1995 to 2002**

The first six digits are 768200, with 768 possibly being a code for the factory and 200 probably standing for the type. These are followed by two digits batch number and the number in the batch.

768 200 01 4 02 **7 Be-200 built by NPK 'Irkut' (former Factory # 39) at Irkutsk-2 (Vostochny) between 2003 and 2011**

The first six digits are 768200, with 768 possibly being a code for the factory and 200 probably standing for the type. These are followed by the two-digit batch number, the year of manufacture and the number in the batch.

646 200 6 03 03 **10+ Be-200 aircraft were, and are still being, built by TANTK im. Berieva at Taganrog-Yuzhny since 2013**

The first six digits are 646200, with 646 possibly being a code for the factory and 200 probably standing for the type. These are followed by the year of manufacture, the two-digit batch number and the number in the batch.

The construction number is found etched on a plate riveted to port side of rear fuselage below the waterline.

Changhe Z8

Z8E-001 **Z8 built by Changhe Aircraft Industries Corp. (CHAIC) at Jingdezhen since 1984**

Z8JH-002 or Z8KA-02 The construction number simply seems to present the main type plus the sub-type and the sequence number in that sub type. More sub types than the three examples given do exist.

The construction number is often found painted at the top of the tail fin.

Harbin Y11

11 02 01 **±50 Harbin Y11 built by the Harbin factory from 1976 to 1991/1992?**
The construction number is divided into three pairs of two figures. First pair indicates the type, second pair is the batch and the third pair gives the number in the batch.

Where is the construction number to be found?

Harbin Y12

0010 **±280 Harbin Y12 built by the Harbin factory since 1985**
The construction number seems reasonably clear, with only a sequence number to be shown. An exception being the extra aircraft '012B' built out of sequence.

012 The later Y12-IV & Y12E series built since around 2001 have a three digit sequence number. Both versions start at 001 and therefore duplicate construction numbers exist, so the version is of importance to determine the sequence it belongs to.

In some cases with both Il-12 and Il-14 the construction number was painted on the leading edge of the wing(s) - see photo with Il-14.

The construction number plate is found on the left side of the rear fuselage, under or just in front of the horizontal stabilizer.

Harbin Z5

251 24 03 **545 Z5 built by the Harbin Aircraft Factory from 1958 to 1979**
The construction number seems to show a factory or type code (241), a batch number and a number in the batch but this theory is unconfirmed.

Where is the construction number to be found?

Harbin Z9 'Haitun'

Z9-0171 **Z9 built by the Harbin Aircraft Factory (former Factory # 122) at Harbin**
The construction number simply seems to present the main type and the sequence number.

The construction number is often found painted at the top of the tail fin.

Ilyushin Il-12

30 034 **663 Il-12 built by Moscow Machinery Plant No. 30 at Khodynka from 1945 to 1949**
Of the first aircraft built, the five figure construction number probably indicates the factory number (30) and the sequence number of the aircraft. In 1948, this system was changed to the more common construction number system we know, showing year of manufacture, factory number (30), the batch number and number in the batch.

9 30 1 35 03 Later in 1948 it seems the system was again changed, showing year of of manufacture, factory number (30), additionally an internal product code on the later built versions (izdeliye 1 for the Il-12B and izdeliye 3 for the Il-12D) followed by the batch number and number in the batch.

Ilyushin Il-14

14 60 006 07 **687 Il-14 built by Moscow Machinery Plant No. 30 at Khodynka from 1956 to 1958**

The construction number is straight forward commencing with 14, being the inhouse product code, (izdeliye 14) followed by one digit representing the year of manufacture (1956/1958) followed by 00 (double zero) being the factory code (number 30). Of the final four digits the first two give the batch number and the last two the number in the batch.

Batch 00 consisted of 2 aircraft, batch 01 consisted of 3 aircraft, batch 02 consisted of 5 aircraft batches 03 to 04 consisted of 10 aircraft each, batch 05 consisted of 12 aircraft, batch 06 consisted of 15 aircraft, batch 07 consisted of 30 aircraft, batches 08 to 19 consisted of 50 aircraft each and finally batch 20 consisted of 2 aircraft. Adding these up would suggest the total produced amounts to 689 aircraft, excluding the two prototype aircraft. A number of Russian websites give the number for the Khodynka production as 687.

6 34 21 08 **378 Il-14 built by factory # 84 at Tashkent-Vostochny from 1954 to 1958**

The construction number for the Tashkent Il-14s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number, the last two digits being the number in the batch.

Batches 01 to 05 seem to have consisted of 5 aircraft each, batches 03 to 39 consisted of 10 aircraft each and batch 40 of at least 4 aircraft. However, adding these up would suggest the total produced amounts to 384 aircraft, excluding the benchmark aircraft. However, adding these up would suggest the total produced amounts to 384 aircraft, excluding the benchmark aircraft.

14 803 002 **80 Il-14 built by VEB Flugzeugwerke Dresden, factory # 803, from 1955 to 1959**

The construction number gives the type (14), the factory code (803) and the production sequence number.

The construction number plate is on the outside of the aircraft, on the port side of the nose.

6 01 1 04 **203 Avia-14 built by Avia at Prague-Letnany from 1956 to 1960**

The first digit is the year of manufacture (1956/1960), next two digits are the batch number (batches 08, 09 & 10 are not used) which is followed by the digit 1 to distinguish a Soviet built aircraft. The final two digits indicate the number in the batch.

With (Soviet) military aircraft the construction number was in most cases painted on the tail. With some aircraft from the Khodynka productions and all aircraft from the Dresden production the construction number plate is to be found on the left hand side on the nose.

In some cases with both Il-12 and Il-14 the construction number was painted on the leading edge of the wing(s).

Ilyushin Il-18, Il-20, Il-22 & Il-38

18 0 0 019 05 **564 Il-18 built by Moscow Machinery Plant # 30 at Khodynka from 1957 to 1968**

The construction number itself is straight-forward, commencing with 18 being the inhouse product code followed by one digit representing the year of manufacture, followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch.

According to Ilyushin OKB sources, Il-18 production by variants was split as follows:

Il-18	sans suffixe	(the prototypes) batch 0
Il-18A	batches 1 through 4	(c/ns 187000101 to 188000405)
Il-18B	batches 5 through 17	(c/ns 188000501 to 189001801)
Il-18V	batches 18 through 84	(c/ns 189001802 to 185008501)
Il-18E	batches 85 through 92	(c/ns 185008502 to 186009205)
Il-18D	batches 93 through 113	(c/ns 186009301 to 189011304)

17 2 0 114 01 **24 Il-20 built by Moscow Machinery Plant # 30 at Khodynka from 1972 to 1976**

The construction number itself is straight-forward, commencing with 17 being the inhouse product code followed by one digit representing the year of manufacture followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch.

039 36 07050 **Il-22 (re)built by Moscow Machinery Plant # 30 Khodynka from 1977 to 1983**

039 40 11091 Most Il-22s are new-built aircraft, which is why they have a separate construction number system. 039 and 296 are

296 40 17102 codes for the Moscow Aircraft Production Association named after Pyotr V. Dementyev (MAPO imeni P.V. Dementyeva); not just a single factory, since MAPO includes two factories at Moscow-Khodynka and at Lukhovitsy (Moscow region).

construction numbers starting with 039 36 - Il-22 'Bizon' (type 36), built from 1976 to 1979

construction numbers starting with 039 40 - Il-22M-11 'Zebra' (type 40), built from 1982 to 1983

construction numbers starting with 296 40 - Il-22M-11 'Zebra' (type 40), built from 1983 to 1986

The construction number end with the famous five digit 'post 1974' number.

18 8 0 112 03 Several Il-22Ms, however, were converted from low-time Il-18Ds transferred to the Air Force from Aeroflot in the mid-1980s. Thus the few aircraft which have indeed been converted retain their previous Il-18 construction numbers, and those known include construction numbers 187009805, 187010003, 187010105, 187010305, 187010501, 187010505 and 188011203.

8 7 00 101 06 **60 Il-38 built by Moscow Machinery Plant # 30 at Khodynka from 1967 to 1972**

08 1 0 109 10 The construction number itself is straight-forward, commencing with 8 being the inhouse product code (stated as 08 from line # 20, construction number 104-10) followed by one digit representing the year of manufacture followed by a 00 (zero) being the factory code, number 30, (which was changes to a single 0 from line # 20, construction number 104-10) . Of the final five digits the first three give the batch number and the last two the number in the batch.

The Il-18 construction number is often painted on the tail and also to be noted on the forward underside of the wing, close to the fuselage.

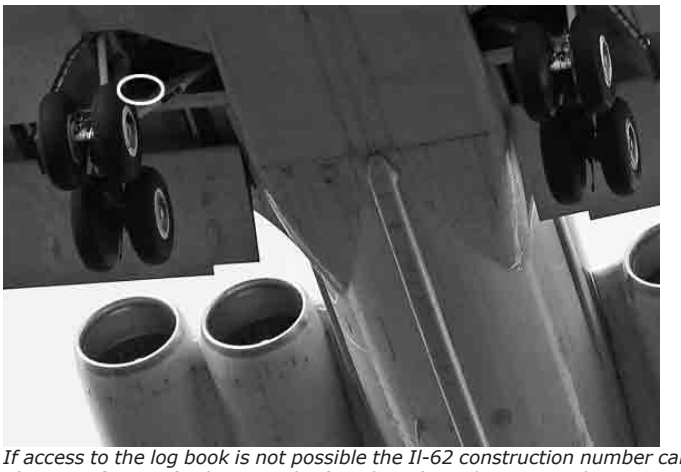
Ilyushin Il-28

1 5 0 00 01	**50 Il-28 built by factory # 1 at Kuibyshev (Bezymyanka ?) in 1953** The construction number consisted of the factory code (1), the type code (5), a 0 (meaning unknown), the batch and the number in the batch.
?	**50 Il-28 built by factory # 18 at Kuibyshev-Bezymyanka in 1953**
6 30 005 22	**3,897 Il-28 built by Moscow Machinery Plant # 30 at Khodynka from 1950 to 1955** Various construction number systems seem to have been used. In one system, the construction number consisted of the type code (4 for Il-28R, 5 for Il-28 and 6 for Il-28U), followed by a 0 and 30 (the factory number). The other systems from this factory cannot yet be explained
?	**2 Il-28 built by factory # 23 at Moscow-Fili in 1953**
2 40 21 01	**922 Il-28 built by factory # 64 at Voronezh-Pridacha from 1950 to 1954** The construction number consists of the year of manufacture, the factory code (40 for Factory No. 64), the two-digit batch number and the number in the batch.
6 9 025 03	**459 Il-28 (135 Il-28 and 324 Il-28R) built by Factory No. 39 at Irkutsk-2 (Vostochny) from 1953 to 1956** The construction number is explained as with many other Irkutsk built aircraft. The first digit represents the year built followed by the factory number (9 indicating factory number 39 !), then the three digit batch number and last two digits are the number in the batch.
3 66 033 09	**757 Il-28 built by factory # 166 at Omsk-Severny from 1950 to 1956** The construction number consists of the year of manufacture, the factory code (66 stands for Factory No. 166), the three-digit batch number and the number in the batch (the last two digits).

The construction number plates can be found in the bomb bay, in the wheel wells, on bulkhead # 42 in the rear fuselage, on the root ribs of the wings and at several other locations on the airframe.

Ilyushin Il-62

3 00 01	**3 Il-62 flying prototypes and 2 static test airframes built by Ilyushin OKB at Moscow-Khodynka** For these prototypes the construction number is explained as for the early production ones below. They can be distinguished by the batch number being 00.
6 01 03	**95 Il-62 and 190 Il-62M built by factory # 22 at Kazan-Borisoglebskoye from 1966 to 2009** Early models of the Il-62 have a five digit construction number which denoted the year of manufacture, the batch number and the number of the aircraft in the batch (never more than 05).
36 24 7 1 1	In 1975, after completion of 19th batch, a new system was introduced using a seven digit number. The first digit showed the quarter of the year in which manufacture took place while the second digit was the year of manufacture, this is followed by the two digit batch number, the fifth digit has no meaning as it is random which is not uncommon for the Kazan plant, the penultimate digit is the number in the batch and the last number is number of the team of workers assembling the aircraft. Some aircraft in batches 20/24 were originally reported with the five digit construction numbers, painted as such in the wheel bay, but were already reported on the old Soviet register with the seven digit variety.



If access to the log book is not possible the Il-62 construction number can be seen stencilled on the rear bulkhead of the main undercarriage housing. The manufacturer's plate is to be found on the right main undercarriage.

Ilyushin Il-76

01-01 & 01-03 **2 Il-76 prototypes built by Ilyushin OKB (MMZ # 30) at Moscow-Khodynka 1971/1973**

0 4 34 02035 **940 Il-76 built by factory # 84 at Tashkent-Vostochny since 1973**

00 0 34 25728 The c/n explanation is as follows. The first one or two digits give the decade of certification, (0 = 1970/1979, 00 = 1980/1989, 10 = 1990/1999, 20 = 2000 onwards), this is followed by one digit representing year of certification, (so 04 = 1974, 005 = 1985, 102 = 1992, 205 = 2005) then there is the figure 34 indicating the factory code (which actually is 84 !) and the final 5 digits are explained in more detail below.

It is now known that the Ilyushin OKB uses only the so called line-numbers. Most of these line-numbers are now known and they are presented with each individual aircraft. It has become evident there is a system linking the last three of the construction number to the line-number. This allocation was repeated every 25 batches of ten aircraft, allowing a maximum in this system to be of 1000 airframes. The build-up itself is simple, the last three of the construction number are in groups of four related to the line-number, allowing a good cross-check on both systems.
For example:
c/ns ending 001 to 004 are line # 01-01, 26-01, 51-01 and 76-01
c/ns ending 005 to 008 (but not necessarily in that order relate to) line # 01-02, 26-02, 51-02 and 76-02
c/ns ending 009 to 012 (but not necessarily in that order relate to) line # 01-03, 26-03, 51-03 and 76-03
c/ns ending 993 to 996 (but not necessarily in that order relate to) line # 25-09, 50-09, 75-09 and 100-09
c/ns ending 997 to 000 (but not necessarily in that order relate to) line # 25-10, 50-10, 75-10 and 100-10

The following also shows a system to decipher the last 3 digits of the construction number to determine the line number of the actual aircraft.

1) For the aircraft built from 1973 to 1980 (for batches 01-25): The last 3 digits of the construction number is divided by 4 and the remainder is rounded up. This gives the sequence number of the aircraft, which relates to the batch and the number in the batch.
   For example: for construction number 073407199 - last 3 digits are 199. Divide this by 4 equals 49.75 which is then rounded up to 50. As each batch contains 10 aircraft and the first batch built by TAPOiCH is batch 1, the 50th aircraft equates to serial number of the aircraft as 05-10.
2) for the aircraft built from 1981 to April 1986 (for batches 26-50): We add 1000 to the last 3 digits of the construction number and then divide by 4 with any remainder once again rounded up.
   For example: for construction number 0053463896 – last 3 digits are 896. Add 1000 = 1896, then divide this by 4 equals 474. 47 batches of 10 aircraft equals 470, so the serial number is the 4th aircraft of the next batch 48-04
3) For the aircraft built after April 1986 until approx. March 1990 (for batches 51-75): We add 2000 to the last 3 digits of the construction number and then divide by 4 with any remainder once again rounded up.
   For example: for construction number 0093498971 – last 3 digits are 971. Add 2000 = 2971, then divide this by 4 equals 742.75 which is then rounded up to 743. 74 batches of 10 aircraft equals 740, so the serial number is the 3rd aircraft of the next batch 75-03.
4) For the aircraft of batches 76-97 series (approx. after March 1990): We add 3000 to the last 3 digits of the construction number and then divide by 4 with any remainder once again rounded up.
   For example: for construction number 1043420696 – last 3 digits are 696. Add 3000 = 3696, then divide this by 4 equals 924. 92 batches of 10 aircraft equals 920, so the serial number is the 4th aircraft of the next batch 93-04.

Starting at batch number 1, the last 3 digits of the construction number increment in the range 001 to 999 for every 25 batches and then reset back at the 26th, 51st and 76th batch, with the last three digits being unique throughout.
There is only one slight exception to the above rules, with the addition of an 11th aircraft to batch 16 line # 16-07A (1043418628).
Finally the first two digits of the last five of the c/n, again increment by 1 after every few aircraft starting from 01 and reach 99 by batch 75, resetting back to 01 from batch 76, the meaning at present of this unknown. Surmised construction numbers and/or surmised line numbers are always given with a question mark, as long as no official confirmation on these is received, no matter how certain the surmising can be. As with most other types, aircraft are listed in build-order and therefore we use the line-numbers to position every aircraft.

01-01 **24+ Il-76 were and are still built by by 'Aviastar' at Ulyanovsk-Vostochny since 2012**

At the production line so far only a four digit line number was found printed on papers together with the product (izdeliye) code 476; On one part however a Tashkent system (see photo) construction number 2123405003 was found which might indicate the Tashkent construction number system might be adopted and that, the so far unique, last three digits are to be re-used.

The construction number of the Il-76 is to be found in the rear cargo-hold pressure bulkhead which lifts up to the ceiling of the aircraft for loading and unloading and can easily be read off when the cargo doors are open. Some aircraft do not have it painted there, but in those cases, and all others, both doors to the cockpit from the cargo-bay carry a small plate with the last five digits.

On one part of an Ulyanovsk-built Il-76 Tashkent-system construction number 2123405003 was found, which might indicate the Tashkent construction number system might be adopted and that the, so far unique, last three digits are to be re-used.

Ilyushin Il-86

01 01 & 01 02 ? **2 prototypes built by Ilyushin OKB's exp. facility at Moscow-Khodynka MMZ No. 240 "Strela"**

514 8 32 00 005 **104 Il-86 built by Factory # 64 at Voronezh-Pridacha from 1979 to 1996**

The long construction number of the type is explained as follows: 514 probably stands for the project number, 8 means the eighth type built at Voronezh-Pridacha since WWII (supposition), 32 is factory number divided by two (supposition). Of the next two digits, the suggestion is that the second digit is the year production started. The last three digits clearly are the production sequence number. Note; the first Voronezh built Il-86 had construction number 0103 (like the prototypes) and the mentioned system started from the second built Voronezh Il-86 onwards.

The construction number can be found on a plate on the rear side of both catering doors at the lower deck level.

Ilyushin Il-96

0101 & 0103 **2 Il-96 prototypes built by factory # 64 Voronezh-Pridacha 1988/1989**

743 9 32 01 002 **25+ Il-96 and 4 stretched Il-96-400 built by factory # 64 Voronezh-Pridacha from 1990 to 2021**

976 9 32 01 001 The long construction number of the type is explained as follows: The first three digits 743 and 967 probably stands for the project number (Il-96-300 and Il-96-400 respectively), 9 means the ninth type built at Voronezh-Pridacha since WWII (supposition), 32 factory number divided by two (supposition), the next two digits suggest nothing obvious as not a single theory holds, the last three digits clearly being the production sequence number.

The construction number can be found on a plate on the rear side of both catering doors at the lower deck level.

Ilyushin Il-103

01 03 **55 Il-103 built by LAPIK (outlet of RSK MiG) at Lukhovitsy-Tretyakovo from 1994 to 2008**

The construction number gives batch number and number in the batch.

The construction number is embossed on a small metal plate riveted to the engine firewall (on the port side).

Ilyushin Il-112

0101 **1 Il-112 prototype built by VASO (former factory # 64) at Voronezh-Pridacha from 2018**

The construction number gives batch number and number in the batch.

Ilyushin Il-114

0101 & 0103 **2 Il-114 prototypes built by Ilyushin OKB's experimental facility at Khodynka, MMZ # 240 "Strela"**

10 2 38 23024 **15 built by Tashkent Aircraft Production Association at Tashkent-Vostochny from 1992 to 2012**

Two systems exist. The first is similar to the Tashkent built Il-76s, except for the different factory code. So the first two digits give the decade of certification, (10 = 1990/1999, 20 = 2000 onwards), this is followed by a single digit representing year of certification, (so with 102 = 1992, 205 = 2005) then there is the figure 38 ! indicating the factory code (which actually is 84 !) and the final 5 digits are the famous 'post 1974' numbers.

10 4 38 00207 The second system is similar to the first system with the exception of the last five digits which now seem to indicate the batch number and the number in the batch.

The construction number is embossed on a small metal plate located below the rear entry door on the left-hand side. Some aircraft have similar plates on the inside of the main gear doors at the trailing edge or on the inside of the nose gear doors.

Intracom GM-17 'Viper'

GM-17-000 **1 GM-17 prototype built by Khrunichev Space Corporation (GKNPTs) in 2000**
GM-17-001 **3 GM-17 built by SmAZ (former factory # 475) at Smolensk since 2003**
The construction number just gives type and sequence number.

Where is the construction number to be found?

Kamov Ka-15

15 99 03-09 **354 Ka-15 built by factory # 99 at Ulan-Ude-Vostochny from 1956 to 1960**
The eight digit construction number consists of four pairs of numbers giving the type, factory code, batch number and number in the batch.
15 23-12 The later, six digit construction number consists of just the type, batch number and number in the batch.

The construction number is stencilled on the outer surfaces of the fins and on the forward fuselage beneath the cabin doors.

Kamov Ka-18

41 **probably 6 prototypes built by Factory # 938 at Lyubertsy-Ukhtomskaya from 1956 to 1957**
18 02-03 **111 Ka-18 built by factory # 99 at Ulan-Ude-Vostochny from 1960 to 1962**
The six digit construction number consists of three pairs of numbers giving the type, batch number and number in the batch. Batch 1 consisted of 5 helicopters, batches 02 to 06 of 10 and batches 07 to 09 of 20 helicopters.

The construction number is sometimes stencilled on the outer surfaces of the fins and on the forward fuselage beneath the cabin doors.

Kamov Ka-22 'Vintokryl'

--- **2 Ka-22 prototypes built by Factory # 938 at Lyubertsy-Ukhtomskaya from 1957 to 1958**
1 34 01 01 **3 Ka-22 built by factory # 84 at Tashkent-Vostochny from 1960 to 1962**
The construction number is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number and the last two digits are the number in the batch.

Where is the construction number to be found?

Kamov Ka-25

D01, DTs02 & DB03 **3 Ka-25 prototypes built by UVZ (factory # 938) at Lyubertsy-Ukhtomskaya**
14 07 **475 Ka-25 built by UUAZ (factory # 99) at Ulan Ude-Vostochny from 1965 to 1973**
2 91 22 02 There seem to be two ways of construction number presentation used at the same time. The last four digits seem to be the batch number and the number in the batch. In case of a seven digit number the explanation seems to be the first digit being the year built, followed by the 9 for factory # 99 and a figure 1 or 2 for which the explanation is unknown.

Where is the construction number to be found?

Kamov Ka-26

01/013 ? **13 ? Ka-26 pre-production built by KumAPP at Kumertau-Vorotynovka ?**
69 007 03 **848 Ka-26 built by KumAPP at Kumertau-Vorotynovka from 1969 to 1978**
The construction number has seven digits; the first two are the year of production, the next three are the batch number and the last two digits represent the number in the batch.

The construction number can normally be found painted on the door-runner, above the door, on the left hand side. Construction number plates have been found under the left hand cabin door in several cases.

Kamov Ka-27, Ka-28, Ka-29, Ka-31, Ka-32 & Ka-35

D201/2 & 03D1/2 **4 Ka-27 family prototypes built by UVZ (factory # 938) at Lyubertsy-Ukhtomskaya**

02D1 & 02D2 **2 Ka-29 prototypes built by UVZ (factory # 938) at Lyubertsy-Ukhtomskaya**

23D2-01 & 23D2-02 **2 Ka-35 prototypes built by UVZ (factory # 938) at Lyubertsy-Ukhtomskaya**

523500 4 0 04210 **Ka-27/28 built by KumAPP at Kumertau-Vorotynovka since 1979**

The construction number is explained as follows: it starts with 523 (which is possibly a 'worked-around' factory number), followed by the product (izdeliye) code 500 & 501 for the Ka-27, the quarter and year of production and the last five-digits being the famous computer number.

However, there seems to be a system regarding the last five digits. The first and second digits are a unique pair which is common only to the same batch of line-numbers, the third digit seems to be related to the version/type and the last two digits relate to the position within the batch of line-numbers. Depending on how many are actually in the batch of line-numbers, for example construction number ending 01 relates to the first helicopter within the line-number sequence, with construction number ending 43 (highest known) relating to the twenty eighth helicopter.

The last two digits of the construction number and line number relate as follows:

c/n 01, 02, 04, 05, 07, 08, 10, 11, 13, 14, 16, 17, 19, 20, 22, 23, 25, 26, 28, 29, 31, 32, 34, 35, 37, 38, 40, 41 or 43

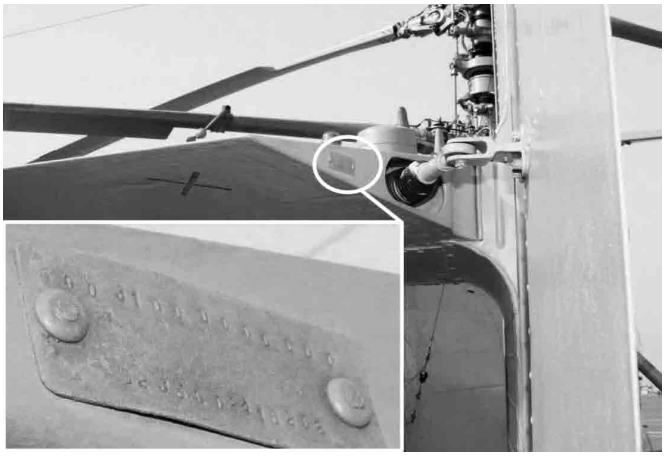
l/n 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 27, 28 or 29

523500 3 5 1 18807 **59 Ka-29s built by KumAPP at Kumertau-Vorotynovka since 1985**

The construction number is explained as follows: it starts with 523 (which is possibly a 'worked-around' factory number), followed by the product (izdeliye) code 500 for the Ka-29, the quarter and year of production. Then the digit '1' to distinguish them from the Ka-28/28 production. Finally there is the last five-digits being the famous computer number. For further explanation see under Ka-27/28.

523200 4 1 62714 **Ka-31s built by KumAPP at Kumertau-Vorotynovka since 2001**

For the Ka-31 construction number are explained the same way as the Ka-28 construction number with exemption of the product (izdeliye) code which is 200 for the Ka-31.



8910 **Ka-32s built by KumAPP at Kumertau-Vorotynovka since 1984**

The Ka-32 construction number is normally given as a four digit number. It is believed to just be the batch number and the number in the batch or just the line number!

523 324 06 9820 Since 2007, the majority of Ka-32s have a construction number which starts with 523 (which is possibly a 'worked-around' factory number), followed by the product (izdeliye) code 321 - Ka-32T, 322 - Ka-32S, 323 - Ka-32A, 324 - Ka-32A11BC and 350 - Ka-32A11M followed by a two digit version number, so not a year or a quarter. The last four or five digits are the regular four digit batch number.

The construction number is in some cases painted on the side of the fuselage. The construction number plate is attached at various locations of to the tailplane but hard to read as the view is blocked by the rudder in most cases. However, some export aircraft have a bilingual plate on the tail boom. In some that were converted to Ka-32 a construction number plate was found in the cockpit on the bulkhead behind and above the pilot's seat.

The construction number plate can also be found on former N1A, right longitudinal spar, when you open the forward hatch near the pitot head (for access to the electric wiring), it can been seen there on the left upper side

On the later built civil Ka-32s the construction number plates are found on the fins (often poorly stencilled and barely readable) and found written at the bottom of the door.

However, the best construction number plate is located in the cockpit on the bulkhead behind and above the pilot's seat. Whether this only applies to the newer built versions is unknown.

Kamov Ka-50/52

800-01 **7 ? V-80 prototypes plus 2 static airframes built by UVZ at Lyubertsy-Ukhtomskaya in 1982/90**
The construction number consists of the type code (izdeliye 800) and a two-digit sequential number.

353 805 4 6 02126 **12 ? Ka-50 built by AAK "Progress" (former Factory # 116) at Arsenyev in 1991/2009 (9 until 2005)**
The construction numbers consist of the factory code 353, the product (izdeliye) code 805, the quarter and year of manufacture (one digit each), the batch number (two digits) and three arbitrary digits which increase within the batch.

87980006003 **1 Ka-52 prototype probably converted by UVZ (former Factory # 938) at Lyubertsy-Ukhtomskaya in 1997**

353 826 4 0 03 003 **± 200 + Ka-52 built by AAK "Progress" (former Factory # 116) at Arsenyev from 2008**
The construction numbers initially consisted of the factory code 353, the product (izdeliye) code 826, the quarter and year of manufacture (one digit each), the batch number (two digits) and three arbitrary digits which increase within the batch. Starting from batch 5, the quarter and year of manufacture were dropped.

The construction number is painted at various places at the (rear) fuselage and at the tail.

Kamov Ka-226

03011 **9 Ka-226 built by PO 'Strela' at Orenburg from 2001 to 2009**
The first two digits of the construction number appear to indicate a batch number, and the number in the batch by the last three digits.

03 01 **Some 50+ Ka-226 were and are still built by KumAPP at Kumertau-Vorotynovka since 2006**
The first two digits of the construction number appear to indicate a batch number, and the number in the batch by the last two digits.

The construction number plate is on the inside of the left-hand rudder of this helicopter.

Kazan Ansat

02 04 01 **Some 170 + Ansat were and are still built by Kazan Helicopters (KVZ) at Kazan since 2004**

33 014 The exact explanation of two different construction number presentations is not yet known to us.

410 A 06 Export helicopters receive 'traditional' export numbers, starting with the ISO 3166 code of the respective country.

The construction number is embossed on small metal plates on the inner faces of the fins or on the lower rear part of the fuselage.

Let L-200 'Morava'

XL001/3 & 00-001/10 **2 L-200 prototypes and 10 pre-production aircraft were built from 1957 to 1959**

17 05 18 **347 L-200 Morava built by the Let Narodni Podnik company at Kunovice from 1960 to 1963**
The Let construction number has six digits for production aircraft and is explained as follows. The first pair indicate the type (17th type built by Let), the next pair the batch number and the final pair the number in the batch.

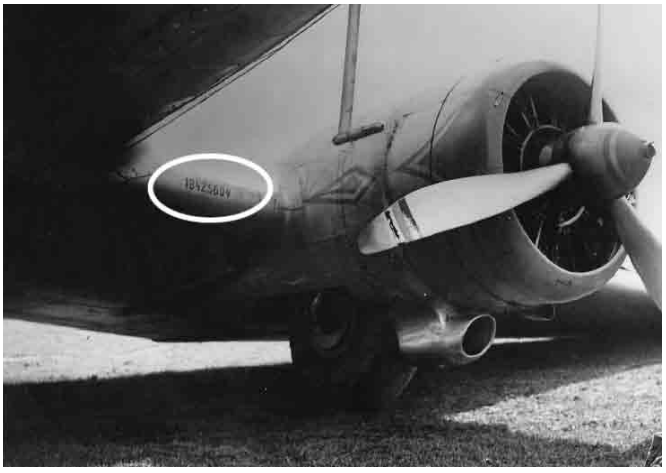
Let L-410 'Turbolet'

0001/2/3 & X-01/03	**5 L-410 prototypes were built by the Let Narodni Podnik company at Kunovice**
00-02 to 00-05	**4 L-410 preproduction aircraft were built by the Let Narodni Podnik company at Kunovice**
78 11 20	**1226+ L-410 Turbolets were and are still built by the Let Narodni Podnik company at Kunovice since 1960!** The first two digits are the year of production, digits three and four are the batch number (00 to 11 on original versions and 00 to 27 on the -UVP version) and the last two digits represent the number in the batch.
27 32	Since 2010 the year is dropped in the construction number and just the batch number and the number in the batch are given.
50 01	**3+ L-410NG by the Let Narodni Podnik company at Kunovice from 2019**

The construction number is often to be found painted on the passenger door. The construction number plate can be found at the inside of the rear door post of the passenger door.

Lisunov Li-2 & PS-84

841	**295 PS-84 built by factory # 84 at Moscow-Khimki from 1939 to 18oct41** The construction number systems changed several times and made the issue very complicated. The first PS-84 built had the construction number 841, with 84 being the factory number and 1 denoting the first aircraft.
1 till 9	Batch 1 consisted of 9 aircraft which carried sequential numbers from 1 to 9.
02 1 6	Batches 2 to 4 also consisted of 9 aircraft each. Their construction number consisted of the batch number (02, 03, 04), the sequential number of the aircraft in the batch and a 6 of which the meaning is not known. A batch 5 does not seem to have existed.
6 5 01	Batches 6 to 8 probably consisted of 29 aircraft each (the highest known number for batch 6 is 20, however). Their construction number consisted of the batch number (6, 7, 8), a 5 of which the meaning is not known and the two-digit sequential number of the aircraft in the batch.
184 09 01	The well-known construction number system started with batch 9. It consisted of a 1 of which the meaning is not known (the first type built by Factory # 84 ?), 84 as the factory number, the two-digit batch number and the two-digit number in the batch. It is not completely clear, though, how many aircraft did these batches contain. For most batches the highest known number is 10, but batch 10 contained 30 aircraft and batches 11 to 15 – 15 aircraft. The last aircraft completed at Moscow-Khimki was probably from batch 22.
184 23 08	**4,331 ? PS-84/Li-2 built by Factory # 84 at Tashkent-Vostochny from 07jan42 to May 1953** The first aircraft built at Tashkent was probably from batch 23. Until batch 405, the last construction number system from Moscow-Khimki continued to be in use: It consisted of a 1 of which the meaning is not known (the first type built by Factory # 84 ?), 84 as the factory number, the batch number (2 or 3 digits) and the two-digit number in the batch. All those batches seem to have contained 10 aircraft each.
2 34 406 03	Starting from batch 406, the code for the factory which was used in the construction number was changed to 34 (although the number of the factory itself did not change). The system looked then as follows: The first digit gave the year of manufacture (2 for 1952 and 3 for 1953), followed by the code 34 for factory # 84, the three-digit batch number and the number in the batch.
4 01	**13 PS-84 built by Factory # 124 at Kazan-Borisoglebskoye in 1940/42** Only two batches (batch 4 and batch 5) were completed, containing 5 aircraft each. Work on both batches started in March 1940 - batch 4 was assembled from kits produced by Factory No. 84 at Khimki, while batch 5 was built from scratch. Work on batch 6 (containing 10 aircraft) started in May 1940 and work on batch 7 (containing 15 aircraft) in August 1940, but only 3 aircraft from batch 6 were completed as the production plans changed when it was decided to resume the TB-7 production at Kazan. The construction number consisted of the single-digit batch number and the two-digit number in the batch.
50 04	**353 Li-2T built by Factory # 126 at Komsomolsk-na-Amure-Dzyomgi from 1947 to 1950** The first two digits are the batch number and the last two are the number in the batch. Some old hand written registers show this number prefixed by the factory number 126. However, this is not an official part of the construction number but can probably be explained as an administrative addition to indicate which factory built this specific Li-2.



The construction number was often painted on the tail and in some cases the construction number was painted on the leading edge of the wing(s).

Mil Mi-1, SM-1& SM-2

9 68 015 03 **370 Mi-1s built by factory # 168 at Rostov-na-Donu-Severny from 1957 to 1960**

For Rostov-built helicopters the construction number explanation is as follows: The first digit is the year built. The second and third digits indicate the factory number (68 for Rostov helicopter factory No. 168), then the three digit batch number and the two digit number in the batch. The sole construction number we know with the suffix HX is a version designator ("HX" in Cyrillic characters = Mi-1NKh).

Note; In 1967 a new construction number series (new version ?) started, causing duplication of the batch number and number in the batch for the first six batches.

6 7 012 65 **597 Mi-1s built by factory # 47 at Orenburg from 1954 to 1958**

For Orenburg-built helicopters the construction number explanation is as follows: First two digit is the year built. The second digit indicates the factory number (7 for Orenburg factory No. 47) then the three digit batch number and the two digit number in the batch.

0 2 03 03 **20 + Mi-1s built by factory # 22 at Kazan-Borisoglebskoye from 1950 to 195.**

The construction number gives the year of manufacture, the factory code (2 for factory 22), the batch number and the number in the batch.

No example given **1,594 SM-1 built by PZL-Swidnik from 1957 to 1965**

For the Polish built SM-1's there is no good explanation of the construction numbers to give so far. They are all in a 'batch-type' format BUT prefixes are often omitted in official documentation leading to major problems.

Soviet registers simply quote 'Mi-1' irrespective of whether Soviet or Polish-built. SM-1 construction number sequences determined so far comprise prefix 'S1' (SM-1/300), 'S1A' (SM-1/600), 'S1B' (SM-1S) and three six-digit, no letter-prefix sequences for the SM-1Wb, the first digit, 4, 5 or 6, indicating the sub-version. The SM-1W is THE major problem, latest research indicates three versions with their own construction number sequences. One has six-digit construction numbers of similar format to that of the later SM-1Wb but commencing with a '3', this is believed to be the agricultural version.

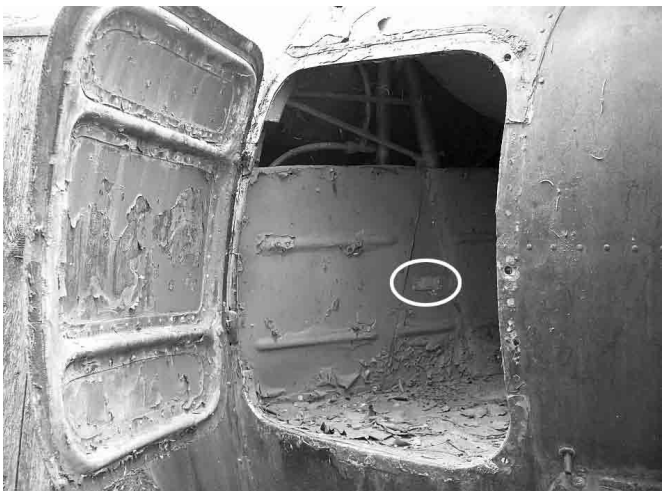
Of the other two versions, one is believed to be dual-control and the other ambulance BUT there is extreme difficulty in determining from the available data which helicopter falls within which construction number sequence thus in many cases there are two different machines appearing to have the same construction number BUT they will in fact be in different construction number sequences.

Prefixes are often missing from the civil registers, these are believed to be 'W' and 'WA' (or possibly 'S1W' and 'S1WA'), making the task VERY difficult.

The SM-1W is THE major problem, late production machines appear to have the six-digit system as per SM-1Wb but with '3' as the first digit but earlier helicopters have 'W', 'WA' or possibly 'S1W' as a prefix, there seeming to be a minimum of two different sequences, presumably different sub-types and these have yet to be deciphered.

S2 03 009 **84 ? SM-2 built by PZL-Swidnik from 1961 to 1964**

The construction number gives type, batch number and number in the batch.



At least the later models and the SM-1 have the construction number plate on the back of the bulkhead separating the engine room and a luggage compartment at the rear of the fuselage. This compartment can be accessed through a hatch on the left side of the fuselage.

On many eastern European SM-1s the construction number was painted at the rear of the tail boom.

Where is the SM-2 construction number to be found?

Mil Mi-2

0101& 0102 **2 Mi-2 prototypes built by GAZ # 329 (Mil OKB) at Moscow-Sokolniki**

5 2 03 06 027 **±5505 Mi-2 built by WSK "PZL Swidnik" at Swidnik from 1965 to 2005**

5 6 112 10 100 The first digit is the factory 'type' designation, the second digit is the purpose of the aircraft (1 transport, 2 agricultural, 3 passenger, 4 dual control, 5 maritime rescue (Mi-2RM Ratownictwo Morskie), 6 military, 7 military photo/survey, 8 military command). Then the two or three digit batch number (three digits in the case of a ten digit construction number) followed by the two digit number in the batch. Of the last three digits the first two give the month of manufacture and the last digit stands for the year of manufacture.

ZD 01 04 054 **5 Mi-2M prototypes built by PZL WSK at Swidnik**

The Mi-2M construction number had a letter prefix, 'ZD' instead of the '5', then the two digit batch number followed by the two digit number in the batch. Of the last three digits the first two give the month of manufacture and the last digit stands for the year of manufacture.

The construction number is normally painted on both sides of the tail boom. Preferably the plate has to be checked and this is to be found on the right side of the cockpit instrument panel and is easily readable from the outside.

Mil Mi-4

03 12 **292 Mi-4 built by factory 292 at Saratov-Yuzhny from 1952 to 1954**

18 144 **3,257 Mi-4 built by factory 387 at Kazan-Osnovoy from 1956 to 1968**

The construction number system seems straightforward with the first two digits being the number in the batch and the last two (or three if the construction number has five) digits being the batch number.

The construction number to be found on the rear side of cockpit bulkhead ????

Mil Mi-6

0101/2/3/4 **4 Mi-6 prototypes built by MMZ # 329 (Mil OKB) at Moscow-Sokolniki from 1956 to 1958**

103 04 05V **50 Mi-6 built by factory # 23 at Moscow-Fili from 1959 to 1962**

The construction numbers used by Factory # 23 are explained as follows: The first digit indicates the year of manufacture (0 for 1960 and so on), the second digit is always a 0 (zero), the third digit is the factory code (3 for factory 23), followed by two digits for the batch number and two digits indicating the number in the batch. The number is suffixed by a V (? in Cyrillic) standing for ' вертолёт ' (helicopter). I doubt the letter V,,see with Rostov built Mi6 and Mi-10 below !

1068 05 10V **874 Mi-6 built by factory # 168 at Rostov-na-Donu-Severny from 1959 to 1980**

Factory # 168 used three different construction numbers systems for the Mi-6 over the years. The first one was used from 1959 to 1969 and is explained as follows: Consisting of seven or eight digits the first one or two digits represent the year of manufacture. They are followed by the figure 68 (indicates Factory # 168; not painted on civil helicopters), two digits for the batch number and two digits indicating the number in the batch. The number is suffixed by a V (? in Cyrillic) standing for ' вертолёт ' (helicopter) and probably was used not to mix up with the Mi-10 being built by the same time.

70 49 07V The second construction number system (sequence construction numbers) was used from 1970 until 1974 and is explained as follows: consisting of six digits, the first two digits represent the year of manufacture, the next two the batch number and the final two the number in the batch. The factory code is not present within this type of construction number. The number is suffixed by a V (? in Cyrillic) standing for 'вертолёт' (helicopter) and probably was used not to mix up with the Mi-10 being built by the same time.

02 39 The third construction number system was used from 1974 until 1980. There is no explanation for this four-digit construction number. The 'V' suffix seems to have been dropped for the majority, although a handful did include the 'V' suffix, for which we do not know the reason.

77 13 67 or 106 70 Finally there is the 'famous' export number. The construction number probably gives the year built, a country code for Mi-6 exports (or batch number for export) and the last two digits possibly are a sequence number for exported Mi-6s.

The Mi-6 had the nice habit of normally having the construction number painted on the left side of the tailboom making it easy to check.

Mil Mi-8, Mi-17 & Mi-171

0101?, 0201 & 0203 **Mi-8 prototypes built by GAZ # 329 (Mil OKB) at Moscow-Sokolniki**

02 04 **First-generation Mi-8 built by KVZ (former Factory No. 387) at Kazan from 1965 to 1971**
From 1966 until 1970, the Mi-8 was built only by Factory No. 387 at Kazan. These helicopters had a simple four-figured construction number, starting with the number in the batch followed by the batch number. For those with a six-digit number the meaning of the first two digits is not known. It seems that batches 01 to 29 consisted of ten helicopters each while batches 31 to 62 had 20 helicopters per batch. This could bring this production run up to 940 helicopters.

21 04 **First-generation Mi-8 built by KVZ (former Factory No. 387) at Kazan from 1971 to 1996**
During 1971 the construction number presentation changed, now starting with the batch number (starting with 21 !), followed by the number in the batch.

10301 **First-generation Mi-8 with export numbers built by KVZ (former Factory No. 387) at Kazan**
All exported Mi-8s had construction numbers in the normal system. From 1967 until 1969, the helicopters were also exported with these construction numbers, but from 1970 onwards, all Mi-8s received an additional export number when they were exported by Aviaexport. Only these export numbers were given in the documentation and on the construction number plates, while the real construction numbers could also be found on some assemblies. Unfortunately, only very few tie-ups between the construction numbers and the export numbers are known, so we are forced to give these Mi-8s with just their export number.
The first three digits of the export number indicate the country. Initially special Aviaexport country codes were used, the first digit of which indicated the continent and the second and third digits the country itself. Starting in the 1990s, standard ISO 3166 country codes were used instead (but this concerns only a very small number of Mi-8Ts). The country code is followed by the sequential number of Mi-8s delivered to the respective country.
NOTE: The designation of the armed export version of the Mi-8T is not fully clear. In a listing of exported helicopters built by KVZ it was designated Mi-8T v (for vooruzhonny - armed), while it was designated Mi-8TB in East Germany, even in official documents. However, Mi-8TB cannot be found in any Soviet documents, and Mi-8T v is documented only in that export listing.

9 70 02 06 **First-generation Mi-8 built by UUAPO (former Factory No. 99) at Ulan-Ude-Vostochny from 1970 to 1975**
In 1970, a second production line was opened at Ulan-Ude, using a longer construction number presentation. It started with a 9 and was followed by the year of manufacture, the batch number and the number in the batch.

9 76 51 05 **First-generation Mi-8 built by UUAPO (former Factory No. 99) at Ulan-Ude-Vostochny from 1976 to 1978**
Initially, the construction number started with a 9 and was followed by the year of manufacture, the batch number and the number in the batch.

9 88 41441 **First-generation Mi-8 built by UUAPO (former Factory No. 99) at Ulan-Ude-Vostochny from 1981 to 1998**
Within batch 57 (built in 1981) Ulan-Ude changed its system, thus creating another different construction number, consisting of again the 9 and the year of manufacture, but followed now by a five-digit number the meaning of which has still to be explained. The first helicopters of batch 57 (up to number 32) still had the line number included in the construction number, while for the following ones until the end of batch 57 numbers from both system can be found in documents, and only batch 58 marks the clear transition to the five-digit number system. From now on, the line number was no longer carried externally or given in documents. The line number is given here as well. This sequence contains only helicopters for civilian use! Further complicating the issue, a different number is stencilled on assemblies of the airframe than is given in the helicopter's documents and painted in the pneumatic system filling hatch. For example, construction number 98841441 has got 893021 stencilled on the assemblies and 99150714 - 196019. The first digit seems to be the year of manufacture, followed by a 9 for the Mi-8T and an 8 for the Mi-9. The last four might be a kind of serial number.

9 77 72 07 **Mi-8 specialist versions built by UUAPO (former Factory No. 99) at Ulan-Ude-Vostochny from 1977 to 1986**
For the initial batches up to batch 88 the construction number started with a 9 and was followed by the year of manufacture, the batch number and the number in the batch.

9 83 33678 In 1981 (starting with batch 89), the same change took place as with the Mi-8T construction numbers, seeing the batch number being replaced with the five-digit number the meaning of which has still to be explained.
Mi-8SMV: The first construction number is probably 9 76 7101. The system changed to the five-digit difficult-to-explain numbers in 1981.

9 3076 **Second- and third-generation Mi-8 (export designation Mi-17/Mi-172) built by KVZ (former Factory No. 387) at Kazan-Osnovoi from 1978**
The version Mi-8MTV was introduced with batch 48 and the version Mi-8MTV-1/Mi-8MTV-2 with batch 52. The construction number consists of five digits, a 9 and a four-digit sequence number (starting with 3001).

004M160 **Second- and third-generation Mi-8 (Mi-17/Mi-172) with export numbers built by KVZ (former Factory No. 387) at Kazan**
All exported Mi-17s had construction numbers in the normal system, but received an additional export number when they were exported by Aviaexport or its successors. Only these export numbers were given in the documentation and on the construction number plates, while the real construction numbers could also be found on some assemblies. Unfortunately, only very few tie-ups between the construction numbers and the export numbers are known, so we are forced to give these Mi-17s with just their export number.
The first three digits of the export number indicate the country. Initially special Aviaexport country codes were used, the first digit of which indicated the continent and the second and third digits the country itself. Starting in the 1990s, standard ISO 3166 country codes were used instead. For the second- and third generation Mi-8s (Mi-17s) an M was added to the export number in case of a military helicopter or a C in case of a civil helicopter. This sequential number did not start from 1 when the new ISO 3166 country code was introduced, but continued from the highest number used with the old Aviaexport code.

59489602015 **Third-generation Mi-8AMT (export designation Mi-171) built by UUAPO/UUAZ at Ulan-Ude-Vostochny from 1992 onwards**

Production of this version started around 1991. We are not yet able to explain these construction numbers. The last helicopters with numbers in this system were built after the change to the new system (see below).

171C00 06 643 1809U Obviously, the Ulan-Ude factory started a new construction number system in 2005. These construction numbers start with the version, followed by 00, 01 or 02 and the last two digits of the year of manufacture, the three-digit ISO 3166 country code, the batch number, the number in the batch and the letter U for Ulan-Ude.

171P00 643 07 3108U From 2007 deliveries onwards the ISO 3166 country code and the year of manufacture have swapped position. Obviously misused country codes examples are 440 of Lithuania, 784 of the UAE and 804 of Ukraine.

Most Mi-8s have got the construction number painted on the inside of the pneumatic system filling hatch (on the left-hand side of the fuselage, just aft of the last window). Military Mi-8s may have got the construction number painted on the tail boom or on the fin. Some have got it painted also on the entry ladder. Apart from that, the construction number can often be found inside the cargo bay, e.g. on a cover close to the last window.

Present probably on all Mi-8s but not normally accessible are the construction number plates in the radio compartment at the rear end of the cargo bay. You have to stand close to the clam-shell doors and look up. There is a 'hatch' made of cloth on the ceiling. You need to open it (it is fastened with push buttons) and look into the well which opens up. Looking forward (in the direction of flight) you will see a frame consisting of a left and a right part. Both parts carry a construction number plate (one plate carries just the construction number and the other one the construction number and possibly a date). Good luck for checking these plates!

Occasionally parts of the construction number is found painted on the rack carrying the rocket pods on Mi-8AMTSh.

Mil Mi-10

4 1 01/02/03 & 05? **3 or 4 Mi-10 prototypes built by MMZ # 329 at Moscow-Sokolniki from 1960 to 1961**

04 for the product code (izdeliye 04), 1 for batch number 1, followed by two digits for the number in the batch. Also possible is that the last three are type (10 for Mi-10) and the last digit only being the number in the batch.

5 68 01 02K **55 Mi-10 built by factory # 168 at Rostov-na-Donu-Severny from 1964 to 1969 & 1976 to 1977**

With the straight Mi-10 the first digit stands for the year of manufacture (4 = 1964, 8 = 1968 and so on), then 68 which is the factory code (factory # 168; not painted on civil helicopters), followed by two digits for the batch number and the final two digits for the number in the batch. The construction number suffix 'K' stands for crane (kran in Russian; introduced to differentiate the Mi-10 construction numbers from the Mi-6 construction numbers.

2295 17 Mi-10Ks were built from 1976 to 1977 on the re-opened line and their construction numbers are known, but these post 1974 construction numbers have no apparent explanation. The 'K' suffix was probably dropped as there was no longer any confusion with Mi-6 construction numbers.

Where is the construction number to be found?

Mil Mi-14

--- **6 V-14 prototypes converted from Mi-8Ts at factory # 387 (KVZ) Kazan-Osnovnoi commencing in 1967**

75 018 **273 Mi-14 built by factory # 387 (KVZ) at Kazan-Osnovnoi**

On a separate Kazan production line than the Mi-8, using separate construction numbers, the Mi-14 began life. The first two figures of the construction number seem to denote the version (74 - Mi-14BT, 75 - Mi-14PS, 78 - Mi-14PL), the other three figures are obviously a continuation number (independent of the version) as used in other construction number systems used at that time.

B4001 or 20601 Export numbers start with a combination of either a letter and a figure or two figures.

Mi-14s have got the construction number painted on the inside of the pneumatic system filling hatch (on the right-hand side of the fuselage, just above the rear part of the wheel bay.

Mil Mi-18

93038 & 94114 **Two Mi-18 prototypes built by factory # 387 (KVZ) at Kazan-Osnovnoi in 1980**

Both construction numbers are from the second generation Kazan built Mi-8s, see there for details.

Where is the construction number to be found?

Mil Mi-24

353 242 3 7 07279 **Mi-24 built by AMZ 'Progress' (former factory # 116) at Arsenyev since 1970**

All start with 353 plus three more digits which indicate the sub-type (242=Mi-24V, 246=Mi-24D, 243=Mi-24P, 201=Mi-24K, 462=Mi-24R, 258=Mi-24VP). The seventh digit seems to represent the quarter built while the eighth digit seems to represent the year built. The last five digits as the famous post 1974 computer number.

3201902 **Mi-24 built by Rostvertol (former factory # 168) at Rostov-na-Donu-Severny since 1973**

Two systems exist and the explanation for the first construction number system is unknown.

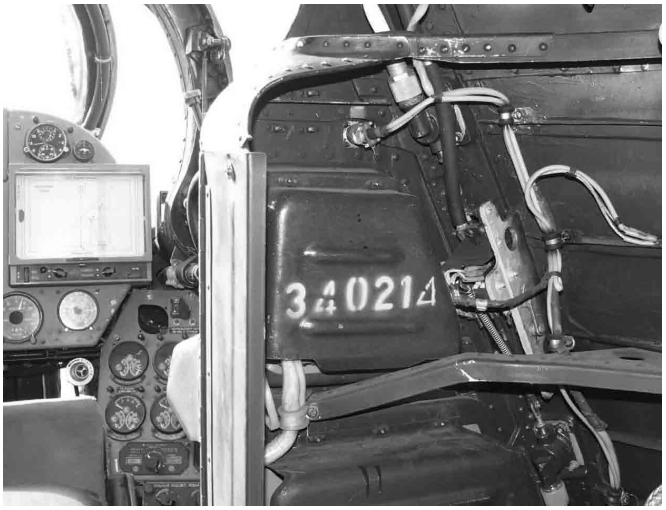
340 124 03018 For the second system the first three digits (340) are the factory code of Rostvertol, followed by the product code (izdeliye, in general 354 for the Mi-24V and 124 for the Mi-24P/Mi-35P, 785 for the Mi-35M) and the five-digit number.

Various Most other, and shorter, 5/6/7 character construction numbers are export numbers.

No example given **Export Mi-24s built by Rostvertol**

For all versions (Mi-24A, Mi-24D/Mi-25, Mi-24V/Mi-35, Mi-24P/Mi-35P and Mi-35M) a new line number series was started. Remarkable, however, is that the last two resp. three digits of the construction numbers seem, in most cases, to go up from 01 till 999 (not all numbers are used), and they increase as the line numbers progress, for example from 01-01 till 01-10, from 02-01 till 02-10 etc. For all other numbers and letters in the construction numbers, there is no explanation so far.

The construction number on non-export aircraft is normally carried on the weapons pylon. Also the 'last five' of the construction number are found on plates on troop cabin doors or painted on the back side of the cockpit cargo barrier. Sometimes plates are also attached to the main doors opening upwards, on both sides of the helicopter and cockpit crewdoors. But as those doors are removable any plates found here should be treated with some caution.



Mil Mi-26

340012 12013 **360+ Mi-26 were built by Rosvertol (former factory # 168) at Rostov-na-Donu-Severny from 1982 unitl 2021**
All construction numbers start with 340012, of which the meaning is unknown. (012 might be the project number). The remaining five digits seem to be a sequence/airframe number with the last three being unique.

226 205 Export numbers just seem to have the country code the aircraft originally was built for and a three digit sequence number (201 till 217). Remarkable is that export aircraft built since 2006 have a normal construction number and no export number.

34090509010 **3 Mi-26T2V were and are still built by Rosvertol (former factory # 168) at Rostov-na-Donu-Severny from 2021**

The construction number plate can be found in many places. On the cabin doors (two to port and one to starboard) the plate is always found on the left-hand side (in other words, on the leading edge of the port doors and on the trailing edge of the starboard door). Apart from these doors, similar metal plates with the construction number can be found on the forward bulkhead of the freight hold (near the maintenance hatch in the roof on the port side), plus the rear end of the cargo ramp and the two vehicle loading ramps hinged to the latter as well as on some equipment items on the walls of the cargo hold. Finally the construction number can also be found stencilled on the right-hand side of the vertical tunnel in the middle of the freight hold floor where the external sling lock is located. This, however, is usually closed by a hinged door. It is worth checking the construction number in many places as there have indeed been cases where Mi-26s have doors and other items 'borrowed' from other machines!

Mil Mi-28

00-01 & OP-1 **7 Mi-28 prototypes plus 2 ? static test frames built by MVZ im. Milya at Lyubertsy-Panki from 1982 to 2007**

340 128 35102 **180+ Mi-28 were, and are still being, built by Rostvertol at Rostov-na-Donu-Severny since 2004**
The construction number of the series-production Mi-28s starts with the factory code (340), followed by the product code (128 for the Mi-28N) and the five-digit number.

The location of the construction number plate is unknown.

Mil Mi-34

01, 02, 03 ? **3 Mi-34 prototypes built by MVZ im. Milya (former factory # 329) at Lyubertsy-Panki**

978300 15 01 005 **22 Mi-34 built by AAK "Progress" (former factory # 116) at Arsenyev from 1993 to 2001**

978303 37 01 002 Most probably 978 is the factory code (Arsenyev Aircraft Production Association, plant No. 116), possibly obtained by playing around with the factory's number and kept distinct from the combat helicopters built with a factory code of 353. 300 or 303 is the Mil OKB product code (izdeliye 300 or 303 = Mi-34), then the quarter of production, the year for production and of the last five digits the first two indicate the batch number (start with 01 for both versions 300 and 303 !) and the last three are the number in the batch.

The construction number plate is, like with the Mi-2, to be found on the right side of the cockpit instrument panel and is easily readable from the outside.

Myasishchev M-4 & M-6/3M

4 30 00 03 **35 M-4 followed by 90 M-6 (3M) built at factory 23 at Moscow-Fili from 1954 to 1960**
The initial batch of prototypes contained three aircraft, and their construction numbers consisted of the type code (4), the code for Factory No. 23 (30), the batch number (00) and the number in the batch (01 to 03).

6 30 28 31 All following batches contained only one aircraft (if you can call that a batch), and their construction numbers were rather unusual: The first digit indicated the year of manufacture (4 to 6), followed by the code for Factory No. 23 (30), the number of the batch (01 to 32) and the two-digit overall sequential number of the aircraft (04 to 35, so including the three prototypes). Some aircraft seem to have had construction numbers with fake digits painted on - or perhaps the construction numbers were just retouched on the published photos.

6 2 3 2 04 01 **90 3M (izdeliye 201 - officially called M-6 but 3M by the OKB) built by factory 23 at Moscow-Fili from 1955 to 1960**
The first ten aircraft were known as the second batch. The likely explanation of the construction number is as follows: the first digit of the construction number gives the year of production, followed by the factory number (3 for factory 23 Moscow-Fili), the next three numbers equate to the aircraft number, followed by the last two digits '01'.

6 3 2 03 03 From the third batch onwards of five aircraft each, the first digit of the construction number gives the year of production, followed by the factory number (3 for factory 23 Moscow-Fili), followed by a '0' and finally the two digit batch number and the two digit number within the batch.

The construction number was painted on the nose as well as on the tail.

Myasishchev M-17 & M-55

M-17-1/3/4 **3 M-17 (M-55 predecessor) prototypes built by KumAPP at Kumertau-Vorotynovka**

M-55.1 **2 M-55 built by SmAZ (former factory # 475) at Smolensk in the 1980s**

55.2.0202 **3 M-55 built by SmAZ (former factory # 475) at Smolensk in the 1990s**
The construction number 55.2.0202 checked on RF-55204 could be explained as follows: 55.2 is the internal type designation, followed by the batch number and the number in the batch (or possibly vice versa), as the type is built at Smolensk, and in the case of the Yakovlev Yak-18T produced there the batch number comes last, so this may also be the case with the M-55).

Where is the construction number to be found?

Myasishchev M-101 'Sokol'

15-0-001/3/4 **3 M-101 prototypes were built by 'Sokol' (former Factory # 21) at Nizhni Novgorod-Sormovo**

15-01-006 **26 M-101 were built by 'Sokol' (former Factory # 21) at Nizhni Novgorod-Sormovo from 1996 to 2007**
The construction number explanation is simple: The first two digits stand for the type, then the batch number, and the last three digits are the number in the batch.

The construction number is stencilled on the left side of the fin and the upper surface of the port wing. It is also embossed on a small metal plate found on the tip of the port stabilizer (beneath the elevator horn balance).

Nanchang CJ5 & CJ6

13 320 10 **379 CJ5 (Yak-18) were built by the Nanchang Aircraft Factory (Factory # 320) from 1954 to 1958**

13 320 10 **2,800+ CJ6 were built, and are still built, by the Nanchang Aircraft Factory since 1962**

27 512 14 The construction number starts with the batch number, followed by the factory code (310 for Nanchang-Hongdu and 512 for Nanchang-Changjiang) and the number in the batch.
Note; identical construction numbers in the Nanchang built CJ5 and CJ6 as such do exist!

The construction number plate usually is attached to the bulkhead behind the engine. There are secondary data plates on each wing in the root, on the horizontal stabilizer spar in the middle, and on the vertical stabilizer spar in the root. there are also many places that are just stamped right into the sheet metal on the airframe as well as small parts like the buckets of the seats. In any of these secondary locations it is the 4 digit system (no factory code) on any with data plates the date is also present. Even when the cowling of the engine is closed, by putting a small camera through the slot and pointing the camera backwards, the plate can be photographed.

Nanchang Y5

2 320 08 **727 Y5 (An-2) built by Nanchang Aircraft Factory (Factory # 320 at Hongdu) from 1957 to 1968**
The construction number gives the batch number followed by the number 320 which stands for the factory number, last two digits are the number in the batch.

2 164 10 **Y5 (An-2) are still built by Shijiazhuang Aircraft Factory since 1970**
The construction number of the first series gives the batch number, followed by the number 164 which might stand for the factory number; the last two digits are the number in the batch.

4 7055 01 Starting with batch 4, the system changed, with '164' being replaced by '7055'.

06 22 After batch 5, it appears that a simple, four-digit construction number was introduced, using the first two digits as the batch number and the third and fourth digits as the number of the aircraft in the batch.

05 11 In the late 1980s, the Shijiazhuang factory started with production of the Y5B model. The construction numbers appear to be in simple batch number and number in the batch.

The construction number plate can be found on both sides on the top of the strut supporting the horizontal stabilizer.

Petlyakov Pe-8

4201 & 4202 **2 ANT-42, later Pe-8, prototypes built by ZOK TsAGI at Moscow Lefortovo from 1936 to 1938**

42 24 **93 Pe-8: built by factory # 124 (became factory # 22 in autumn 1941) at Kazan from 1940 to 1944**
Two construction number systems were used. For the first 19 aircraft (construction numbers 4211/4227), the construction number started with the product code (42 for ANT-42), followed by a sequential number.

42 01 5 or 42 1 11 Starting from batch 5, a new system was used. It consisted of the product code, the number in the batch (one or two digits) and the batch number (one or two digits).

Where is the construction number to be found?

Państwowe Zakłady Lotnicze PZL-101 'Gawron'

101 7 01 **329 PZL-101 (Yak-18) built by WSK 'PZL Warszawa-Okecie' at Okecie from 1960 to 1969**
For the first four aircraft 101701 till 101704, '101' = type presumably and '01' = sequential aircraft number but we do not know what the '7' indicates.

2 1 012 For the next 15 aircraft, 21001 till 21015 presumably the first digit is the batch or 'authority' and the last three sequential aircraft number but. The meaning the '1' is unknown but is it not year built.

4 1 037 For the remainder of production, the first digit (later two digits) are the batch number, the next digit is the last figure of the year built (1960-1969) and the last three are the sequential aircraft number.

Where is the construction number to be found?

Państwowe Zakłady Lotnicze PZL M-15 'Belphegor'

1S001-04 **165 M-15 built by PZL-Mielec from 1975 to 1982**
The construction number is explained as follows: 1 indicates it is an aircraft (Polish production designation), S stands for M-15 (Polish production designation and is C in Cyrillic) followed by the three digit batch number and the two digit number in the batch.

The construction number is normally painted on the inside of both vertical stabilizers.

Państwowe Zakłady Lotnicze PZL M-20 'Mewa'

1AHP01 02 **21 M20 built by PZL Mielec at Mielec from 1979 to 1997**

1AH002 02 The construction number is of conventional PZL Mielec format, with the figures simply representing the batch number followed by the number in the batch. This is prefixed by '1AH' where 1 stands for aircraft and AH for M20 (34th product built by PZL Mielec), respectively by '1AHP' where AH stands for M20 and P indicates prototype.

Where is the construction number to be found?

Państwowe Zakłady Lotnicze PZL Kania

9 0 02 03 **19 PLZ Kania built by PZL-Swidnik from 1979 to 2006**
All construction numbers start with 9 which is the is factory 'type' designation, next 0 would be the version, if applicable, followed by the batch and the number in the batch.

The construction number is painted at the rear of the tail-boom.

Państwowe Zakłady Lotnicze PZL W-3 'Sokol' (Eagle)

3 6 09 11 **182 W-3 "Sokol" (Eagle) built by PZL-Swidnik from 1978 to 2015**

The construction number consists of the is factory 'type' designation (3) followed by the version (0 - W-3 prototypes, 1 - W-3 and W-3T versions certified to Russian standards, 2 - W-3R version 'with optional equipment' (or ambulance version ?), 3 - military version for Myanmar, 4 - version 'with optional equipment', 5 - military version 'with specialised equipment' (W-3RR "Procjon" ?), 6 - W-3W, W-3WA, W-3WARM, W-3ASRR-10 and W-3U versions for the Polish military, 7 - W-3A, W-3AM and W-3A2 version certified to FAR-29 requirements, 8 - W-3PPD-2 "Gipsówka" command version, 9 - W-3RM "Anakonda" maritime SAR version), and the last four are batch number and number in the batch.

The construction number is painted at the rear of the tail-boom though may not be on (all) camouflaged military ones.

Państwowe Zakłady Lotnicze PZL SW-4 'Puszczyk'

6 6 03 09 **44 SW-4 built by PZL Swidnik at Swidnik from 1994 to 2016**

The construction number is explained as follows: The first digit is the factory 'type' designation, and the second digit stands for the version. They are followed by the batch number and the number in the batch.

The construction number is painted on top of the tail fin.

Shaanxhi Y8 & Y9

11 08 01 **Some 320 Y8/Y9 were and are still built by Shaanxi Aircraft Factory # 182 at Hanzhong from 1980 . Since 2013, the Y-9 platform has superseded the Y-8 in production.**

The first construction number series just gives batch number, type (08 or 18) and the number in the batch.

With civil and export aircraft, as well as some Chinese military aircraft, the construction number is painted on the tail. With the KJ200 versions, and probably with other military aircraft, it is known being painted under the right wing near the wing root.

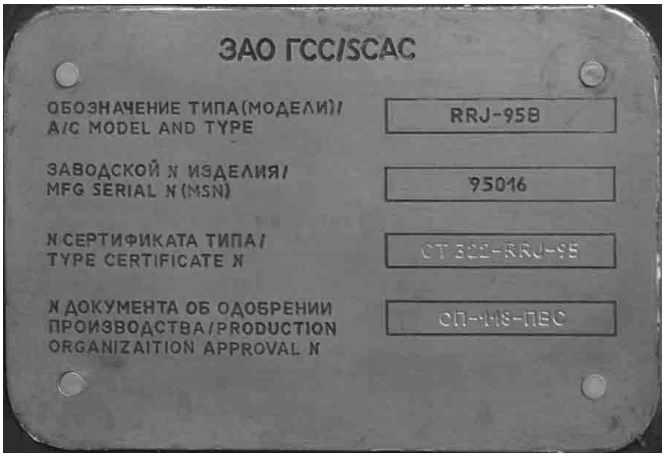
Sukhoi RRJ

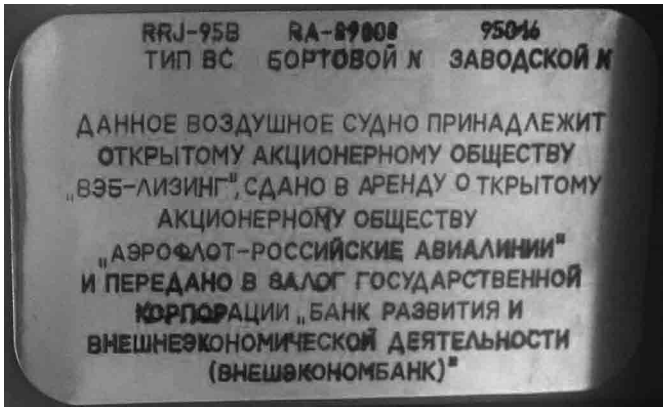
95001 & 95003 **230 RRJ-95s were built by KnAAPO at Komsomolsk na Amure-Dzyomgi from 2007 until 2022**

97001 **2+ RRJ-95NEW were, and are still, built by KnAAPO at Komsomolsk na Amure-Dzyomgi since 2022**

The construction number seems straightforward being the original type designation (95) plus a sequence number.

By the way, although marketing calls the aircraft the "Sukhoi SuperJet" (SSJ), and which often is painted as such on the aircraft, the technical designation which is used in all documents and also shown on the construction number plate is nevertheless RRJ.





Where are the construction plates to be found?

Tekhnoavia SM-92 'Finist'

01-011 **26 SM-92 built by SmAZ (former factory # 475) at Smolensk from 1995 to 2007**
The first two digits are the batch number and the next three the number of the aircraft in the batch.

The construction number is embossed on two small metal plates found on the tips of the stabilizers (beneath the elevator horn balance); thus it is quite tricky to read if the control surfaces are secured by clamps while the aircraft is parked.

Tupolev Tu-4

18 4 1 32 **481 Tu-4 built by Factory # 18 at Kuibyshev-Bezymyanka from 1949 to 1953**
The early construction number system can be explained as follows: The first two digits (18) are the factory code, followed by the product code (4), the number in the batch and the batch number.

280 63 03 Starting from batch 50, a new system was used which can be explained as follows: The first three digits (280) stand for the factory code, followed by the batch number and the number in the batch.

22 10 01 **655 Tu-4 built by Factory # 22 at Kazan-Borisoglebskoye from 1947 to 1952**
The construction number can be explained as follows: The first two digits (22) are the factory code, followed by the batch number and the number in the batch. There is a construction number known with a 0 behind the factory code, this may have been painted in error or for irritating foreign observers.

23 05 03 **160 Tu-4 built by Factory # 23 at Moscow-Fili from 1950 to 1952**
The early construction number system can be explained as follows: The first two digits (23) are the factory code, followed by the number in the batch and the batch number.

230 28 01 Starting from about batch 20, a new system seems to have been used. It can probably be explained as follows: The first three digits (230) stand for the factory code, followed by the batch number and the number in the batch.

In many cases the construction number is painted on the nose. The location of a construction number plate is unknown.

Tupolev Tu-16

5 2 019 02 **649 Tu-16 built by factory # 22 at Kazan-Borisoglebskoye from 1953 to 1959**
The construction number gives the year of manufacture, the factory code (2 for factory 22), a 0 without meaning, the batch number and the number in the batch. It seems the first batches had five, middle batches had ten and later batches thirty aircraft each.

1 79 3 01 4 **150 Tu-16K-10 built by factory # 22 at Kazan-Borisoglebskoye from 1961 to 1963**
The construction number is explained as follows: the first digit has no apparent meaning, the second and third digits are the batch number, the fourth digit stands for the year of manufacture, the fifth and sixth digit are the number in the batch and the last digit again has no apparent meaning.

1 88 04 05 **543 Tu-16 built by factory # 1 at Kuibyshev-Bezymyanka from 1954**
The construction number gives the factory number, the type code (izdeliye 88), the batch number and the number in the batch.

6 4 014 02 **165 Tu-16 built by Factory # 64 at Voronezh-Pridacha from 1955 to 1957**
The construction number gives the year of manufacture, the factory code (4 for factory 64), a 0 without meaning, the batch number and the number in the batch. Batches 01 till 11 consisted of five aircraft and batches 12 till 22 consisted of ten aircraft each.

The Tu-16 construction number is normally painted on the nose and tail on both sides.

Tupolev Tu-22M

50 19 0 2 9
27 23 3 2 1

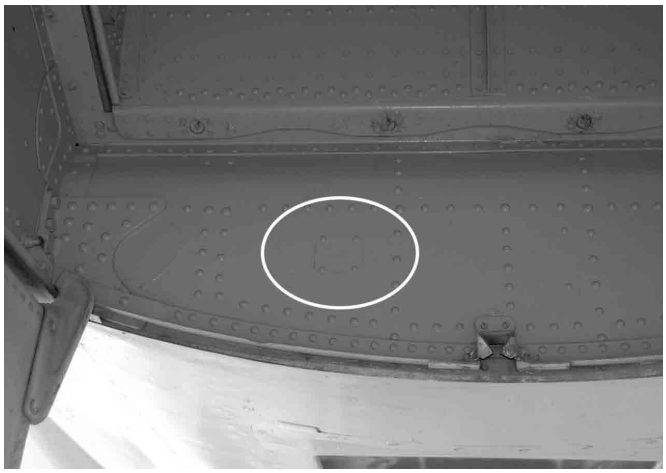
498 Tu-22M built by KAPO (Factory # 22) in Kazan-Borisoglebskoye from 1970 to 1990

The construction number, with the exception of the early batches, (Tu-22M0/Tu-22M1 construction numbers that start with 50) is probably explained similar to that of the Il-62s built by the same factory: The first digit shows the quarter of the year in which the aircraft was built and the second digit the year itself. They are followed by the two or three-digit batch number (batch 100 was reached during 1989), the next digit has no meaning and is random, which is not uncommon for the KAPO plant. The last but one digit is the number in the batch with the last digit probably relating to the number of the team of workers which assembled the aircraft. Batches 16 to 19 were omitted in order to disguise the number of aircraft built.

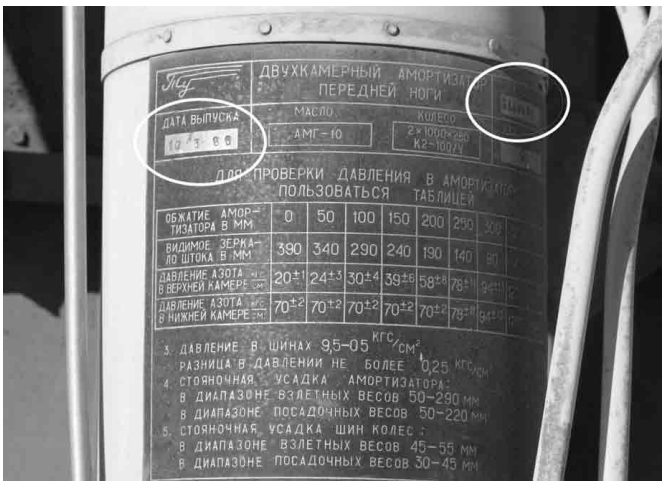
29 101 8 5 1

During 1989 the batch numbers with the Tu-22M3 were exceeding 100 resulting in eight digit construction numbers with the third/fourth/fifth digit being the batch number. The meaning of the first two and last three digits remained the same.

The highest known batch number is 115, batches consisting of a maximum of five aircraft (batches 71-79 were not built) and it is reported that 498 Tu-22Ms were built.



The construction number is painted in the bomb bay, visible when looking to the rear. It can also be found on the rear wall of the nose-wheel bay. Sometimes painted on and sometimes on a tiny plate (with the drawing number starting with 145 in the upper line and the construction number on the lower line). Apart from that, the construction number can be found on the plate of the nose-wheel strut (in the right upper corner of the plate).



Tupolev Tu-95 & Tu-142

Tu-95/1 & Tu-95/2	**2 Tu-95 prototypes built Zhukovski from 1952 to 1955**
4 8 000001/2/3	**3 Tu-95 pre-production aircraft at factory # 18 at Kuibyshev-Bezymyanka 1955**
5 8 001 04	**43 Tu-95 built by factory # 18 at Kuibyshev-Bezymyanka**
8 8 020 06	**48 Tu-95K built by factory # 18 at Kuibyshev-Bezymyanka** In the first series the construction number gives the year of manufacture, factory code (8 for factory 18 for aircraft), the batch number and the number in the batch.
62 M5 25 04	**23 Tu-95KM built by factory # 18 at Kuibyshev-Bezymyanka** In the next series, Tu-95KM, the construction number gives the year of manufacture, factory code (M for factory 18 for aircraft), the type (5 for Tu-95), the batch number and the number in the batch.
63 MRTs 001	**52 Tu-95RTs built by factory # 18 at Kuibyshev-Bezymyanka** For the Tu-95 RT the construction number gives the year of manufacture, factory code (M for factory 18 for aircraft), the type (RTs for Tu-95RTs), the batch number and the number in the batch
01, 02, 03 & 04	**4 Tu-95MS prototypes & pre-production built by factory # 86 at Taganrog**
100 021 4 9 36177	**89 Tu-95MS built by factory # 86 at Taganrog & factory # 18 at Kuibyshev-Bezymyanka** Initial production was at factory # 86 at Taganrog, but in late 1982/early 1983 it was transferred to Kuibyshev again, where it continued until 1992 (the production line was scrapped in 1995). Both factories built 31 Tu-95MS-6s and 57 Tu-95MS-16s. The meaning of the first three digits (100) is not known. They are followed by the type code 021 (for izdeliye VP-021) and probably by the quarter of production and the year of production. The last five digits are the well-known computer number.
64034200875	This construction number remains unexplained for the moment.
4200	**1 Tu-142 prototype built by MMZ "Opyt" (factory # 156) at Moscow-Lefortovo in 1968**
42 3 2	**18 Tu-142s built by factory # 18 at Kuibyshev-Bezymyanka from 1968 to 1972** The construction number seems to show the type (42) then the batch number followed by the number in the batch.
42 6 4	**About 80 Tu-142Ms built by TMZ (factory # 86) at Taganrog-Yuzhny from 1975 to 1994** For the first one built here as well, the construction number seems to show the type (42) then the batch number followed by the number in the batch.
7 60 15 05	The later construction number system is in line with other Taganrog built types and gives the year built, the factory code (60), the two digit batch number and the number in the batch. However, the batch number and number in the batch are in line with the post 1974 system not showing their real numbers produced.
805801 44 02 007	**Tu-142MRs are modified Tu-142MKs built as submarine communications relay aircraft by TMZ (factory # 86) at Taganrog-Yuzhny from 1984 to 1990** The meaning of the first six digits is unknown, the seventh digit is the quarter built where the eight digit is the year built. The last five digits seem to be the famous computer number although it also seems possible they may contain the batch number and the number in the batch.

A construction number plate is found in a Tu-95MS on the side of the engineer's work station. The construction number is also found painted in short form on the frame of the engineer's window and on the throttles of both pilots.

The construction number (or just its last five digits) is normally found in the nose wheel bay.

Tupolev Tu-104 & Tu-110

4200 ? plus one	**2 Tu-104 prototypes built by Factory # 156 in Moscow-Lefortovo**
6 35 01 03	**8 Tu-104 & 34 Tu-104A built by factory # 135 at Kharkiv-Sokolniki from 1955 to 1959** The construction number gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch.
7 66 05 03	**2 Tu-102 and 57 Tu-104A built by Factory # 166 in Omsk from 1956 to 1960** The construction number gives the year of manufacture, factory code (66 for factory 166), the batch number and the number in the batch.
8 2 01 05	**94 Tu-104B and 2 Tu-104E built by Factory # 22 in Kazan-Borisoglebskoye from 1958 to 1960** The construction number gives the year of manufacture, factory code (2 for factory 22), the batch number and the number in the batch.
5600 ?	**1 Tu-110 prototype built by Factory # 156 at Moscow-Lefortovo in 1957**
55 1 1 ?	**3 Tu-110A aircraft built by Factory # 22 at Kazan-Borisoglebskoye in 1958** The meaning of the (unconfirmed) construction numbers is unknown.

With (Soviet) military aircraft the construction number was in most cases painted on the tail.
For at least the Kharkov-built aircraft it is known the construction number was riveted to the bulkhead to the left of the front entrance door.

Tupolev Tu-114, Tu-116 & Tu-126

5611 & 5612 ?	**2? Tu-114 prototypes built by Factory # 156 at Moscow-Lefortovo in 1957**
8 8 4 0 1	**32 Tu-114 built by Factory # 18 at Kuibyshev-Bezymyanka from 1958 to 1964**
63 M 4 6 2	The construction number gives the year of manufacture, the factory code (8 for Factory # 18 for CCCP-76457 to CCCP-76479 and M for CCCP-76480 to CCCP-76491), the type (4 for Tu-114), the batch number and the number in the batch.
6 8 004 02	**2 Tu-116 built by Factory # 18 at Kuibyshev-Bezymyanka from 1957 to 1958** The construction number gives the year of manufacture, factory code (8 for factory 18 for aircraft), the batch number and the number in the batch.
65 M 6 1 1	**9 Tu-126 aircraft built by Factory # 18 at Kuibyshev-Bezymyanka from 1961 to 1967** The construction number gives the year of manufacture, the factory code (M for factory # 18), the type (6 for Tu-126), the batch number and the number in the batch.

Where is the construction number to be found?

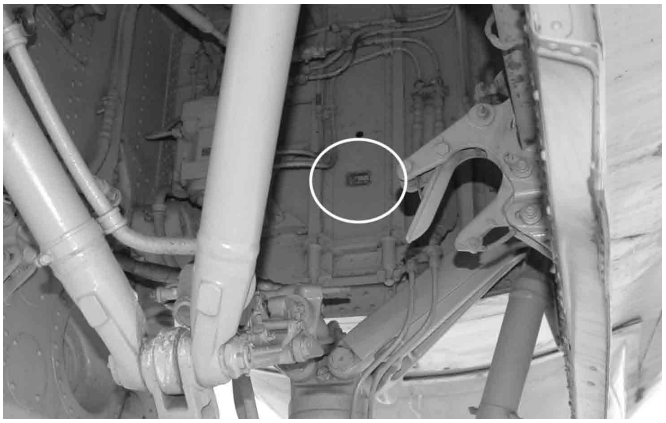
Tupolev Tu-124

0000	**1 Tu-124 prototype built by Factory # 156 at Moscow-Lefortovo in 1960**
1 35 03 01	**110 Tu-124/Tu-124V and 53 Tu-124Sh were built by factory # 135 at Kharkov-Karotish from 1960 to 1968** For both the civil and military production series the construction number gives the year of manufacture, the factory code (35 for Factory # 135), the batch number and the number in the batch.

The construction number plate is to be found on the front bulkhead of the nose wheel bay.

Tupolev Tu-134

0000 & 0001	**2 Tu-134 prototypes (designated Tu-124A) built by factory # 135 Kharkiv-Sokolniki**
5 35 00 02 &	**4 Tu-134 pre-production aircraft built by factory # 135 Kharkiv-Sokolniki 1965/1966**
6 35 00 03/4/5	The construction number gives the year of manufacture, factory code (35 for factory 135), the batch number (00 !) and the number in the batch.
6 35 01 04	**848 Tu-134 built by factory # 135 Kharkiv-Sokolniki from 1965 to 1983** The first civil series built from 1965 to 1974 the construction number gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch.
23134	Civil production since 1974 when the five digit computer numbers were introduced. There is an indication that in the civil sequences, construction number 66101 is the next construction number after 63998, therefore there were no construction numbers in the 64000's series (numbers used for the military Tu-134UBLs) and the 65000 series (allocated for the civil registrations).
2 35 01 04	First construction number series Tu-134Sh navigator trainers built from 1970 to 1974. The construction number in the early system gives the year of manufacture, factory code 35 for factory 135), the batch number and the number in the batch
7 35 50795	Second construction number series Tu-134Sh navigator trainers built from 1974 to 1980. From 1974 onwards the famous 'last five digit' construction number also was introduced prefixed by the year of production and the factory number (35 for factory 135).
64020	Tu-134UBL/ Tu-134UBK/Tu-134UBKM crew trainers built from 1981 to 1983. All Tu-134UBLs were quasi-civil during pre-delivery flight tests, wearing test registrations matching the construction numbers but those are not given in the list below unless we have a record as such.



In all versions the construction number plate is to be found on the front bulkhead of the nose wheel bay. As the plate is often painted over many times it is necessary to step on the nose wheel to have a close look.
In addition to this, aircraft with the standard glazed "bomb-aimer" nose have a second construction number plate in the flight deck (on the left-hand wall of the passage leading to the navigator's station). The Tu-134Sh-1/Sh-2 went even one better, though - virtually all civil-registered aircraft carry the registration on a plate or sticker in the cockpit/flight deck as a reminder to facilitate working with air traffic control; the Tu-134 has two such plates affixed to the captain's and first officer's instrument panel shrouds. On the Tu-134Sh these plates carry the last four digits of the construction number under System 1 (eg, aircraft construction number 2350104 carries "0104") or the complete eight-digit construction number under System 3 instead of a registration!

Tupolev Tu-144

0000 & 001 **2 prototypes from built by factory # 156 Lefortovo (MMZ "Opyt") and its outlet at Zhukovski**
10 05 2 **16 Tu-144 built by factory # 64 at Voronezh-Pridacha from 1972 to 1981**
09 1 The construction number is sometimes prefixed by 10, being the product code (izdeliye 10), followed by the batch number and the number in the batch.

Just the line numbers are to be found on all three wheel studs.

Tupolev Tu-154

67-KH1 **922 Tu-154 were completed by Aviakor (former factory # 18) at Samara-Bezymyanka from 1970 to 2013**
The ten aircraft of the prototype and pre-production series are known to have construction numbers 67-KH1 and 69M001 to 70M010. This has been confirmed from sightings of aircraft at the Samara Research Institute and Kiev's Institute of Civil Aviation.
72A033 All production aircraft construction numbers have, before the line number, the year of manufacture plus the letter 'A', for example CCCP-85012 full construction number is 71A012. However, on the CofA the year is normally not given.

The construction number is found on every panel in the cargo bays. These panels have their own sequence number plus the aircraft construction number, for example 1 411, 2 411, 3 411. If no internal access is possible, all main undercarriage wheel doors carry a small 1 x 2 cm plate with the construction number. These plates might, sometimes, be hard to read. In addition, both main undercarriage wheel studs have the construction number stencilled on the top right of a large data plate followed by 1Л (L) or 1P (R) with the L and the P standing for the Russian words for left and right.

Tupolev Tu-160

70-02, 70-03, 70-04 **3 prototypes built by MMZ 'Opyt' (factory # 156) in Moscow-Lefortovo and its outlet at Zhukovski**
8 29 05 836 **33 Tu-160 production aircraft built by KAPO (factory # 22) in Kazan-Borisoglebskoye in 1984-2007**
The construction number is explained as follows: The meaning of the first digit (8) of the construction number is not known, it might be a product code. The second digit seems to be the quarter of production and the third digit the year of production. The fourth and fifth digits are the number of the batch while the meaning of the sixth digit is not known, the seventh digit is the number in the batch and the last digit is probably relating to the number of the team of workers which assembled the aircraft.
line # 09-01 **1 Tu-160M, first flight January 2022 (in addition to a couple of earlier conversions)**

The construction number can be found on the plate of the nose-wheel strut.

Tupolev Tu-204

145074 . . 64001 **1 Tu-204 prototypes built by ANTK im. Tupoleva (former factory # 156) in Moscow-Lefortovo**
145074 3 1 64006 **54 Tu-204 flying aircraft built by 'Aviastar' at Ulyanovsk-Vostochny between 1990 and 2017**
All construction numbers are prefixed by 145074 for which the meaning is unknown. This is followed by the quarter built and the last digit of the year completed. For the last five digits it just seems the last three are the sequence number.

Where is this construction plate to be found?

Tupolev Tu-214

431 03 003 **34+ Tu-214 were, and are still being, built by KAPO (former factory # 22) at Kazan-Borisoglebskoye since 1996**
For the first three digits the explanation is unknown. The next pair seems to be related to the year the aircraft was built or completed. The last three digits are a sequence number.

Where is the construction number to be found?

Xian Y7

03 07 02 **Y7 built by Xian Aircraft Industrial Corp. (XAC) at Xian-Yanliang since 1980**
The first construction number series just gives batch number, type (7) and the number in the batch.

00 7H 02 The Y7H (Hao = Cargo) construction number series just gives batch number, type (7H) and the number in the batch.

Where is the construction number to be found?

Yakovlev Yak-10

64 01 02 **40 Yak-10 built by Factory No. 464 at Dolgoprudny in 1946**
The construction number gives the factory number (64 for 464) the batch number and the number in the batch

Yakovlev Yak-12

464 02 13 **715 Yak-12 and 50 Yak-12R built by Factory No. 464 at Dolgoprudny from 1948 to 1951**
The construction number consisted of the factory number (464), the batch number (two digits) and the number in the batch (two digits).

07 4 34 **403 Yak-12R built by Factory No. 272 Severny zavod at Leningrad-Novaya Derevnya from 1954 to 1955**
The construction number consisted of the batch number (two digits), the digit 4 as the factory's type code for the Yak-12R and the number in the batch (two digits).

03 5 18 **1,286 Yak-12M built by Factory No. 272 Severny zavod at Leningrad-Novaya Derevnya from 1955 to 1958**
The construction number consisted of the batch number (two digits), the digit 5 as the factory's type code for the Yak-12M and the number in the batch (two digits).

07 6 02 **273 Yak-12A built by Factory No. 272 Severny zavod at Leningrad-Novaya Derevnya from 1956 to 1959**
The construction number consisted of the batch number (two digits), the digit 6 as the factory's type code for the Yak-12A and the number in the batch (two digits).

1 9 001 **137 Yak-12A built by WSK "PZL Warszawa-Okecie" at Okecie from 1959 to 1960**
The construction number system is fairly straight-forward: It starts with a batch or authorisation number (one digit), followed by the year of manufacture (only the last digit of the year) and the consecutive aircraft sequence number (three digits).

3 12 6 19 **1,054 Yak-12M built by WSK-4 (later WSK "PZL Warszawa-Okecie") from 1956 to 1960**

7 12 7 123 Two construction number systems were used. The initial system is explained as follows: It starts with the batch number (one digit), followed by the type code 12 for Yak-12, the year of manufacture (only the last digit of the year) and the consecutive aircraft sequence number (two or three digits).

15 8 566 After construction number 9 12 7 206 (built in December 1957) the system changed, and the type code 12 was dropped in January 1958. Afterwards, only the batch number (two digits), the year of manufacture (only the last digit of the year) and the aircraft sequence number (three or four digits) were used.

Where is the construction number to be found?

Yakovlev Yak-14

464 02 02 **413 Yak-14 built by factory # 168 at Rostov-na-Donu-Severny**
The meaning of the first three digits is unknown but the last four digits seem to represent the batch number and the number in the batch.

Where is the construction number to be found?

Yakovlev Yak-18

EM-014 **46 Yak-18 built by Esztergom (Hungary) from 1954 to 1956**
The letters indicate the Hungarian production. The first digit is the batch number while the last two digits indicate the number in the batch.

02 035 013 **408 Yak-18 built by Factory # 135 at Kharkov from 1947 to 1949**

No examples known **301 Yak-18 built by factory # 272 (Severny zavod) at Leningrad from 1947 to 1949**
The meaning of the construction number is unknown.

116 53 20 **3,043 Yak-18 built by factory # 116 at Semyonovsk (later Arsenyev) from 1948 to 1955**

116 13 11 **960 Yak-18U built by factory # 116 at Arsenyev from 1954 to 1957**

116 04 03 **1,043 Yak-18A built by factory # 116 at Arsenyev from 1957 to 1961**

116 06 02 **125 Yak-18P built by factory # 116 at Arsenyev from 1961 to 1962**
The first three digits are the factory number (116, not always given !), the next two are the batch number while the last two digits two indicate the number in the batch.

70 01 08 **25 Yak-18PM (with nose-wheel) and Yak-18PS (with tail-wheel) built by Factory No. 116 at Arsenyev from 1970 to 1972**
The first two numbers are the year built, the next two are the batch number while the last two digits indicate the number in the batch.

70 01 04 **Yak-18PS (with tail wheel) built by factory # 116 at Arsenyev**
Note; Identical construction numbers in the Arsenyev built straight Yak-18, Yak-18A & Yak-18U as such do exist!

3 20 09 01 **536 Yak-18Ts built by factory # 475 at Smolensk from 1973 to 1981**
System 1 (Soviet-era 'rational' system 1974-1978): First digit is the year of manufacture, second and third digits the product code (izdeliye 20) and the final two pairs of numbers are the number of the aircraft within the batch and the batch number.

222 020 21517 Second series 1978-82; the first three digits in the construction number represent the factory code (# 475), then 020 being the product code (izdeliye 20; a zero is added to keep the usual format) and the last five digits are the 'famous last five' (first two and last three change independently).

02 32 **Yak-18Ts built by SmAZ (former Factory # 475) at Smolensk since 1993**
The third series is actually as with several other Yakovlev types giving the number in batch and the number in the batch and the batch number.

For the Yak-18T the construction number is often stencilled on the rear fuselage beneath the port or starboard stabilizer.
For the other versions: where is the construction number to be found?

Yakovlev Yak-24

01 272 3 01 **2 Yak-24 prototypes built by Factory No. 272 (Severny zavod) at Leningrad-Novaya Derevnya in 1952**
The construction number n can be explained as follows: The first two digits are unknown, the next three digits are the factory number (272), followed by the figure '3' factory type code, while the last two digits seem to indicate a sequence number.

272 01 01 **3 Yak-24 pre-production rotorcraft built by Factory No. 272 at Leningrad-Novaya Derevnya around 1954**
The construction number can be explained as follows: The first three digits are the factory number (272), the next two indicate the number in the batch while the last two digits give the batch number

272 03 3 05 **40 Yak-24 production rotorcraft built by Factory No. 272 Severny zavod at Leningrad-Novaya Derevnya between 1956 and 1959**
The construction number system can be explained as follows: The first three digits are the factory number (272), the next two are the batch number (01 - first batch, 03 - third batch and so on), the digit 3 is the factory type code for the Yak-24, while the two last digits indicate the number in the batch. This system is similar to that used by Factory No. 272 for the Yak-12, the factory type code 3 for the Yak-24 precedes the type code 4 for the Yak-12R. Based upon known data and the reported number of helicopters produced, of which 35 were handed over to the customer, series production probably consisted of 5 airframes for each batch with the exception of batch 3 that had 10.

Where is the construction number to be found?

Yakovlev Yak-40

9 84 02 01 **1,011 Yak-40 built by SAZ (former factory # 292) at Saratov-Yuzhny from 1967 to 1981**
The construction number is explained as follows; first digit 9 stand for the product code (izdeliye 9), the second digit is the year of manufacture, the third digit is the quarter of manufacture. The last four digits are the number in the batch and the batch number, the other way around to other manufacturers.
Included in this 1,011 aircraft are the prototype (construction number 019), the pre-production batch (the ordinary construction number system but batch 00) and two test aircraft (construction numbers 9019701 and 9019801).

The construction number is normally found painted on the tail in front of the centre engine nozzle.

On at least one aircraft a construction number plate could be found. Where is it located?

Yakovlev Yak-42

01001 till 01005 **2 flying prototypes built at Moscow-Khodynka and 4 flying pre-production built at Smolensk, (1976-1978)**
222 042 49191 **10 Yak-42 built by SmAZ (former factory # 475) at Smolensk from 1979 to 1982**
The construction number can be explained as follows: 222 stands for the factory (for explanation see below), 042 is most probably the product code (izdeliye 042), and the last five digits are the famous 'post-1974 nonsense' number. The theory for the factory code is, as is the case with several other (ex-) Soviet aircraft factories, the code was possibly obtained by playing around with the factory number. In this case factory 475 was presented as 222.

11 84 02 02 **158 Yak-42 built by SAZ (former factory # 292) at Saratov-Yuzhny from 1979 to 2009**
First style of construction numbers used from 1981 until 1982. All start with 11 being product code for the aircraft at the factory (izdeliye 11), the third digit is the year of manufacture, the fourth digit is the quarter of mfd or certification. The last four digits, split into two pairs are the number in the batch and the batch number (the other way around to other manufacturers).

452042 13 02 075 Following construction number presentation was used from 1982 until 1992; 452042 which is explained as 452 for the factory number! and 042 for the product code (izdeliye 042), the next digit is the quarter of manufacture or certification followed by the year of manufacture or certification. The last five digits are the 'post 1974' number having no apparent meaning.

452042 13 03 016 The third construction number presentation was used since 1992: 452042 which explained as 452 for the factory number! and 042 for the product code (izdeliye 042), the next digit is the quarter of manufacture or certification, followed by the year of manufacture or certification. The last five digits now once again have a meaning; first two are the number in the batch while the last three represent the batch number.

The construction number is normally found painted on the tail in front of the centre engine nozzle. The last five digits of the construction number are sometimes embossed on largish black plates attached to the rear walls of both main wheel wells. As often as not, however, the construction number is missing from these plates! The construction number is sometimes also found on metal plates attached to the front walls of both main wheel wells.