Soviet/CIS Aircraft Factories information and construction number explanation & locations.

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Soviet/CIS Post-WW 2 Aircraft Factories

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 Ministerstvo Aviatsionnoi Promyshlennosti (Ministry of Aviation Industry)
MGA Ministerstvo Grazhdanskoi Aviatsii (Ministry of Civil Aviation) - about the same as Aeroflot
MO Ministerstvo Oborony (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 "aviavazod") - 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] aviazovod" (for example "Irkutski aviazovod") or with its old numbers: "XX-th zavod". These numbers were used in official documents starting within the 1930s until the mid-1960s and looks 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 changed to other systems intended to mislead foreign intelligence. 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 "aviatsionnoye Proizvodstvennoye Obyedinenye" (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, Irkutski, 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 - Voronezhskoye aktionernoye samolyotostroitelnoye obshchestvo. 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 (gosudarstvenny Aviazovod) 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.

ST construction numbers - Page 1
The perestroika they became various joint-stock companies and so on. Usually these were renamed as "[number] ARZ MGA", and after "XX Aeroflota" or "Aviazavod No XX MGA" - the first variant was used "aviazavod", but these were not "Zavod No XX MAP" but "Aviazavod No XX". So it had maintenance facilities which also were named "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 "opetrynye zavody" have the same evolution in names as the "serinye 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".

### Opertynye zavody

The **Opertynye zavody** are an unbreakable part of most Design Bureaus (OKBs), intended to build (no mass production in any sense) new types (opetrynye machiny - 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 "opetrynye 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 "opertynye zavody" have the same evolution in names as the "serinye 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 Opertynye zavody are: (names given are those at the end of the Soviet era)

- Antonov 573 Kievsiki MZ im. O.K. Antonova
- Beriev 49 Taganrogskiy MZ im. G. Berieva
- Ilyushin 240 MMZ "Strela" im. S.V. Ilyushina
- Kamov 938 Ukhtomsky VZ im. N.I. Kamova
- Lavochkin 301 GSUZ/NPO im. S.A. Lavochkina
- Mikoyan 155 MMZ "Zenit" im. A.I. Mikoyana
- Mil 329 Moskovskiy VZ im. M.L. Milya
- Myasishchev --- EMZ im. M.V. Myasishcheva
- Sukhoi 51 MM "Kulon" im. P.O. Sukhogo
- Tupolev 156 MMZ "Opyt" im. A.N. Tupoleva
- Yakovlev 115 MMZ "Skorost'" im. A.S. Yakovleva

#### MGA - Ministerstvo Grazhdanskoj 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 Bykovsko it was situated "402nd zavod Aeroflota" later "402nd ARZ MGA", and now it is named BASCO - Bykovsko Air Servicing Company. ARZ means "aviamontnye zavod" - aircraft maintenance plant (facility).

#### The MGA’s are:

<table>
<thead>
<tr>
<th>ARZ</th>
<th>(SPAR)</th>
<th>Leningrad-Pulkovo</th>
<th>Mi-8, Ka-32</th>
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<tbody>
<tr>
<td>ARZ-24</td>
<td>Khabarovsk</td>
<td>An-2, Mi-2</td>
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<td>ARZ-26 (UTair)</td>
<td>Tyumen-Plekhanov</td>
<td>An-2, Mi-2, Mi-8</td>
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<td>ARZ-41 (OZGA)</td>
<td>Omsk-Fyodorovka</td>
<td>Mi-8</td>
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<td>ARZ-67</td>
<td>Krasnoyarskiy (city airfield)</td>
<td>An-2</td>
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<tr>
<td>ARZ-73</td>
<td>Magadan (Far East)</td>
<td>An-2, Li-2, Mi-8</td>
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<tr>
<td>ARZ-243</td>
<td>Tashkent-Yuzhny (Uzbekistan)</td>
<td>Ju 52/3m, An-2, Il-12, Il-14 Il-18, Il-62, Il-76</td>
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<tr>
<td>VARZ-400</td>
<td>Moscow-Vnukovo</td>
<td>C-47, Li-2, Il-12, Il-14, Tu-104, Tu-114, Tu-154</td>
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<tr>
<td>ARZ-401 (NARZ)</td>
<td>Novosibirsk</td>
<td>Ju 52/3m, Mi-6, Mi-8, Mi-10, Mi-17, Mi-24, Mi-26</td>
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<td>ARZ-402 (BASCO)</td>
<td>Moscow-Bykovo</td>
<td>Li-2, Mi-6, Il-18, Il-76, Yak-42</td>
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<td>ARZ-403</td>
<td>Irkutsk</td>
<td>Ju 52/3m, Li-2, Mi-4, An-24, Mi-8, An-26, An-30, and possibly Tu-104</td>
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<td>ARZ-404 (UARZ)</td>
<td>Sverdlovsk/Yekaterinburg</td>
<td>Mi-8, Mi-17, aero-engines</td>
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<td>ARZ-405</td>
<td>Almaaty (Kazakhstan)</td>
<td>Ju 52/3m, Li-2, An-2, Mi-8, Yak-52</td>
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<td>ARZ-406</td>
<td>Aktove (Aktyubinsk, Kazakhstan)</td>
<td>An-2, Mi-2, Yak-18</td>
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<td>ARZ-407 (MARZ)</td>
<td>Minsk-Loshitsa (Belarus)</td>
<td>Li-2, Il-14, Tu-124, Tu-134, Yak-40</td>
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<td>ARZ-411</td>
<td>Mineralnyye Vody</td>
<td>Li-2, An-2, Mi-2, Yak-18</td>
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<td>ARZ-412</td>
<td>Rostov-na-Donu</td>
<td>An-10, An-12, An-24, Tu-134</td>
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<tr>
<td>ARZ-416</td>
<td>Kosmobolsko-Amure</td>
<td>types unknown</td>
<td></td>
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<td>ARZ-420</td>
<td>Kharkiv (Ukraine)</td>
<td>An-2, Yak-18, let-L-410</td>
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<td>ARZ-421</td>
<td>Vinnytsia (Ukraine)</td>
<td>An-2, Ka-26, Mi-2, Yak-52</td>
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<tr>
<td>ARZ-425</td>
<td>Kishinyov (Moldova)</td>
<td>Ka-26</td>
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<tr>
<td>ERDZ</td>
<td>Kazan-Osnovnoi</td>
<td>Mi-8</td>
<td></td>
</tr>
</tbody>
</table>
### 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
- **120 ARZ VMF** Pushkin  Tu-16, Yak-28PP, Il-18, Il-20, Il-22, Il-38, Mi-8, Ka-32; conversions
- **117 ARZ VVS** Kubinka-Stary Gorodok  MiG-15, MiG-17, MiG-21, MiG-23, MiG-27, MiG-29
- **121 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  An-8, An-12, Il-76, Il-78, turboprop engines
- **175 ARZ VVS** Taganrog  An-12, An-72, An-74, Il-76
- **192 ARZ VMF** Nikolaev (Ukraine)  Tu-142; production of NARP-1 ultralights
- **356 ARZ VVS** Engels-1  Mi-2, Mi-8
- **360 ARZ VVS** Ryazan-Dyagilevo  Tu-22, Tu-22M, Tu-95, Il-76, Il-78
- **419 ARZ VVS** Gorelovo-2  Mi-8, Mi-24, Ka-32
- **514 ARZ VVS** Rzhnev-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-Severyn  Li-2, An-2, An-4, An-6, 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-71, 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** Dneprpotovsk (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** Fedunovo (Chornoye)  Mi-2, 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
- **SNARZ 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-Boibasovo (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.
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.

Construction number explanation & location

Aero 45 & 145

1 & 2 Two Ae 45 prototypes built by Aero at Prague-Vysocany from 1947 to 1951
49-003 180 Ae 45 and 22 Ae 45 S built by Aero at Prague-Vysocany from 1947 to 1951
The construction number consists of the year of manufacture and a sequential number.
02-006 228 ? Ae 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 Ae 145 built by SPP at Kunovice from 1959 to 1961
The construction number consists of the batch number (14 to 20) and the number in the batch. The six digit construction number starts with '17', believed to be the factory number.

Antonov An-2

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

506 An-2M built by DMZ (factory # 464) at Moscow-Dolgoprudny from 1966 to 1971
18 batches have been produced with as many as 50 aircraft per batch. This plant built 506 An-2Ms of which 206 were exported to 7 countries. The construction number gives the year of manufacture (1965-1968), the three digit batch number and the number in the batch.

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 plate is at the left side of the lower fuselage just in front of the wing root.
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 1621019-2003-02-01.

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

Antonov An-8

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1 An-8 prototype (izd. P) built by factory # 573 at Kiev-Svyatoshino
9 43 02 04

151 An-8 built by factory # 84 at Tashkent-Vostochny from 1959 to 1962

The first construction number for the first 50 An-8s built in 1959 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, 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
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

140 An-12 and 15 An-12A built by factory # 39 at Irkutsk-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-10As.

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.

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-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 to 1976

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, third and fourth digits progress upwards, and the fifth digit appears to be random.

The An-22 construction number is often painted at two places. At the outside by standing by the port undercarriage housing and look up you will see it painted on the underside of the wing near the wing root. And at the 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 from 1960 to 1977
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
102 1 8 01 163 An-24T/TV/RT freighters built by factory # 39 Irkutsk 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 1,398 ? An-26 built by factory # 473 at Kiev-Svyatoshino from 1969 to 1986
21 02 The construction number for the An-26 is explained as with many other Soviet built aircraft representing batch number and number in the batch. Several An-26s have the factory number 73 (for factory 473) painted on as well which remains unexplained, the final four digits are divided in two pairs representing the batch number and the number in the batch.

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 or attached to the front bulkhead, front side.

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 or 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.
ST construction numbers - Page 8

**Antonov An-28 & M28**

01, 02 & 03
1A001-03

3 An-28 prototypes built by factory # 573 at Kiev-Svyatoshino
185 An-28 built by WSK Mielec from 1984 to 1992

The construction number is normally stencilled under the horizontal stabilizer on the left side of the aircraft. In, at least, a Libyan 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-30 & An-32**

15 03

123 An-30 built by factory # 473 as Kiev-Svyatoshino from 1967 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

367+ 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.

**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 prototypes 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.

**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.

The construction number is normally stencilled under the horizontal stabilizer on the left side of the aircraft. In, at least, a Libyan 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-124 'Ruslan’

- **195 305 01006**
  - 20 An-124 built by KiGAZ “Aviant” at Kiev-Svyatoshino from 1982 to 2003
  - The construction number begins with the factory code 195, then the construction number gives 305 which is the product code for the An-124 (izdeliye 305). The last five digits are the famous 'post 1974 nonsense' numbers.

- **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 nonsense' numbers. For those built at Ulyanovsk the 7th and 8th digit seem to refer to the quarter and year built.

**Where is the construction number to be found?**

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 in 2004/05

- **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 nonsense' numbers meaning nothing at all.

- **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**
  - 31 An-148 built by VASO (former factory # 64) at Voronezh-Pradicha from 2007 to 2018
  - 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 nonsense' numbers. (note, the second aircraft was not completed !)

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

Where is the construction number to be found?

The construction number is painted on the nose and on the outside of the wing floats. The construction number plate is attached inside the tail wheel bay.

Where is the construction number to be found?

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

*Where is the construction number to be found?*

**Beriev Be-200 ‘Altair’**

768 200 00 02  
2 Be-200 prototypes built by IAPO (former factory # 39) at Irkutsk-2 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 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.

...  
Be-200 production aircraft built by TANTK im. Berieva at Taganrog-Yuzhny from 2013  
The construction number is found etched on a plate riveted to port side of rear fuselage below the waterline.

**Changhe Z8**

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 in top of the tail plane.

**Harbin Y11**

11 02 01  
±50 Harbin Y11 built by the Harbin factory from 1976 to 1990  
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 Mk.4 & Y12E series built since around 2001 have a three digit sequence number. Both versions start with 001 and up so double construction numbers do exist and as such the version is of importance to determine the sequence it belongs to.

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 in top of the tail plane.

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.

9 301 3503  Later in 1948 it seems the system was again changed, showing year of manufacture, factory number (30), additionally an internal product code on the later built versions (izdeliye 1 for the Il-2B and izdeliye 3 for the Il-12D) followed by the batch number and number in the batch.

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.

Ilyushin Il-14

14 60 006 07  689 ? Il-14 built by Moscow Machinery Plant No. 30 at Khodynka from 1956 to 1958
The construction number is straightforward 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.
The number 689 is a guess adding up 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 each, 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.

6 34 21 08  3847 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.
The number produced seems too low as batches 01 to 05 seem to consist of 5 aircraft each, batches 03 to 39 consisted of 10 aircraft each and batch 40 of at least 4 aircraft. Adding these numbers up the total produced here would be 379 aircraft.
A Russian website gave the Soviet production figures as 687 and 378 respectively in the past.

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. 6 011 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.

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

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

**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)

**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.

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

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

**60 Il-38 built by Moscow Machinery Plant # 30 at Khodynka from 1967 to 1972**

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 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 0 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-Prigadcha from 1950 to 1954

The c/n 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-Zapadny 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 c/n 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
4 Il-62 prototypes built by Ilyushin OKB at Moscow-Khodnya
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
287 Il-62 built by factory # 22 at Kazan-Borisoglebskoye from 1966 to 1996
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.

Ilyushin Il-76

01-01 & 01-03
2 Il-76 prototypes built by Ilyushin OKB (MMZ # 30) at Moscow-Khodynya 1971/1973
The construction number explanation is simple. The first one or two digits give the decade of certification, (0 = 1970/1979, 00 = 1980/1989, 10 = 1990/1999, 20 = 2000 on wards), 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 the famous 'post 1974 nonsense' numbers.

An interesting fact is that the last three digits reach 999 after 33 batches and then revert to 000. These last three are linked to the line-number. Each combination between 000 and 999 is only known once, so if this continues, the maximum to be built is 16,000 !

Also it is now known 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. Also it has become evident there is a system linking the last three of the construction number to the line-number. This allocation is repeated every 25 batches of ten aircraft, again only allowing a maximum in this system to be 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:

- Construction numbers ending 001 to 004 are line # 01-01, 26-01, 51-01 and 76-01
- Construction numbers ending 005 to 008 are line # 01-02, 26-02, 51-02 and 76-02
- Construction numbers ending 009 to 012 is line # 01-03, 26-03, 51-03 and 76-03
- Construction numbers ending 093 to 096 are line # 25-09, 50-09, 75-09 and 100-09
- Construction numbers ending 997 to 000 are line # 25-10, 50-10, 75-10 and 100-10

Unfortunately allocation of the line-number to the construction number in these groups of four is random!

8 Il-76 built by 'Aviastar' at Ulyanovsk-Vostochnoy since 2012

At the production line so far only a four digit line number was found printed on papers together with the product (izdeliya) 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.

Ilyushin Il-86

01 01 & 01 02 ? 2 prototypes built by Ilyushin OKB’s exp. facility at Moscow-Khodyinka 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
743 9 32 01 002
976 9 32 01 001
2 Il-96 prototypes built by Factory # 64 Voronezh-Pridacha 1988/1989
30+ Il-96 built by factory # 64 Voronezh-Pridacha from 1990 to 2019+

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
±70 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-114

0101 & 0103
10 2 38 23024
2 Il-114 prototypes built by Ilyushin OKB’s experimental facility at Khodynka, MMZ # 240 “Strela”
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 nonsense’ 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 18 02-03**: probably 6 prototypes built by Factory # 938 at Lyubertsy-Ukhtomskaya from 1956 to 1957
- **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’**

- **--- 1 34 01 01**: 2 Ka-22 prototypes built by Factory # 938 at Lyubertsy-Ukhtomskaya from 1957 to 1958
- **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 14 07**: 3 Ka-25 prototypes built by UVZ (factory # 938) at Lyubertsy-Ukhtomskaya
- **475 Ka-25**: built by UUAZ (factory # 99) at Ulan Ude-Vostochny from 1965 to 1973
  - 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 ? 69 007 03**: 13 Ka-26 pre-production built by KumAPP at Kumertau-Vorotynovka
- **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.
The construction number is in some cases painted on the side of the fuselage. The construction number plate is attached at various locations of 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.
### Kazan Ansat

<table>
<thead>
<tr>
<th>Construction Numbers</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>370011</td>
<td>Ansat built by Kazan Helicopters (KVZ) at Kazan from 2004</td>
</tr>
<tr>
<td>333014</td>
<td>The exact explanation of two different construction number presentations is not yet known to us.</td>
</tr>
<tr>
<td>37806</td>
<td>Export helicopters receive ‘traditional’ export numbers, starting with the ISO 3166 code of the respective country.</td>
</tr>
</tbody>
</table>

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’

<table>
<thead>
<tr>
<th>Construction Numbers</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>XL001/3 &amp; 00-001/10</td>
<td>L-200 prototypes and 10 pre-production aircraft were built from 1957 to 1959</td>
</tr>
<tr>
<td>170518</td>
<td>347 L-200 Morava built by the Let Narodni Podnik company at Kunovice from 1960 to 1963</td>
</tr>
</tbody>
</table>

The 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’

<table>
<thead>
<tr>
<th>Construction Numbers</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001/2/3 &amp; X-01/03</td>
<td>L-410 prototypes were built by the Let Narodni Podnik company at Kunovice</td>
</tr>
<tr>
<td>00-02 to 00-05</td>
<td>4 L-410 preproduction aircraft were built by the Let Narodni Podnik company at Kunovice</td>
</tr>
<tr>
<td>781120</td>
<td>1190+ L-410 Turbolets built by the Let Narodni Podnik company at Kunovice from 1960 to 2019+</td>
</tr>
</tbody>
</table>

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.

Since 2010 the year is dropped in the construction number and just the batch number and the number in the batch are given.

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.
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
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 explained 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-2 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 handwritten 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 by an administrative addition to indicate which factory did 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-2

0101& 0102
S 2 03 06 027
S 6 112 10 100

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

±5505 Mi-2 built by WSK “PZL Swidnik” at Swidnik from 1965 to 2005

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 'S', 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.

Mil Mi-4

03 12
18 144

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

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 ????
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.

ST construction numbers - Page 21
Mi-8 special versions built by UUAPO (former factory # 99) at Ulan-Ude-Vostochny from 1977 to 1986
The first version was the Mi-8SMV, and the first construction number is probably 9 77 71 01. In 1981 the construction number of this version also changed to the new series and 9 81 83669 is also quoted as a Mi-8SMV but no further details on this construction number are available.

The second version is the Mi-8PP with the first construction number probably being 9 77 7301. Also this construction number presentation changed in 1981 and 9 82 50925 is also quoted as a Mi-8PP but no further details on this construction number available.

The third version is the Mi-9 (Mi-8IV) with the first construction number possibly being 9 78 85 01. Also this version changed the construction number system to the new sequence during 1981.

Construction number presentation starting with a 9 (factory number) followed by the year of manufacture. The last four of the construction number does not double with those built at Kazan at the same time, therefore the theory is the last four of the construction numbers were allocated to both lines at the same time.

Second-generation Mi-8 (export designation Mi-17) built by KVZ (former factory # 387) at Kazan-Osnovoi from 1982 to 2018+
Also in 1981, at Kazan, the Mi-8MTV began life using a construction number system of five figures beginning with a 9 followed by a sequential number running from 3001 onwards so it is assumed the sequence starts at construction number 93001.
The second generation Mi-8s (Mi-8M/Mi-17) usually have the construction number painted on the inside of the lid covering the fuel access at the left side of the fuselage, just behind the last window.

Third-generation Mi-8AMT (export designation Mi-171) built by UUAZ (former factory # 99) at Ulan-Ude-Vostochny from 1992 to 2005
This version has a weather radar nose, production started around 1991. Since 2007, the Mi-171 is being built under licence in China at the Sichuan Lantian Helicopter Company in Wuhou district, Chengdu. There is no obvious explanation for the construction number!

Next generation Mi-171 built by UUAPO (former factory # 99) at Ulan-Ude-Vostochny from 2005 to 2018+
Obviously, the Ulan-Ude factory started a new construction number system in 2005. These construction numbers start with the version, followed by 00 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 (example 171C 00 06 643 1809U). From 2007 deliveries onwards the ISO 3166 country code and the year of manufacture have swapped position (example 171P 00 643 07 3108U). Obviously misused country codes are 440 of Lithuania, 784 of the UAE and 804 of Ukraine.

Aircraft not fitting Russian sequences having export numbers built by both factories
From 1967 until 1969, all exported helicopters were given construction numbers as the helicopters delivered to operators within the Soviet Union. From 1970 onwards, all exported helicopters received an export number when they were exported by Aviaexport. Order 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. An M was added to the export number if it was a Mi-8MT (Mi-17) version, for example: serial 0810 Mi-8MT of the Czechoslovakian Air Force is construction number 108M10.

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 can be found painted on the rack carrying the rocket pods on Mi-8AMTSh.
ST construction numbers - Page 23

**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 (izdielye 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

SS Mi-10 built by factory # 168 at Rostov-Tsentralniy 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 ‘nonsense’ construction numbers have no apparent explanation. The ‘K’ suffix was dropped probably due to no mix-up with the Mi-6 construction numbers any longer.

Where is the construction number to be found?

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**Mil Mi-14**

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

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.

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**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 etc) 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 random nonsense number.

3201902

Mi-24 built by Rostvertol (former factory # 168) at Rostov-na-Donu 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 (zdelye, in general 351 for the Mi-24V and 124 for the Mi-24P) and the five-digit ‘nonsense’ number.

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 normally is 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.

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### Mil Mi-26

- **350+ Mi-26 built by Rosvertol (former factory # 168) at Rostov-Tsentralny from 1982 to 201+**
  - 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.
  - 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.

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

- **7 Mi-28 prototypes plus 2 ? static test frames built by MVZ im. Milya at Lyubertsy-Panki from 1982 to 2007**
  - 226 205

- **110+ Mi-28 built by Rostvertol at Rostov-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 ‘nonsense’ number.

The location of the construction number plate is unknown.

### Mil Mi-34

- **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

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

- **35 M-4 followed by 90 M-6 (3M) built at factory 23 at Moscow-Fili from 1954 to 1960**
  - For the M-4 the construction number gives the year of production, the factory number (3 for factory 23 Moscow-Fili), the batch number and the sequence number.
  - For the M-6 (3M) the construction number gives the year of production, the factory number (3 for factory 23 Moscow-Fili), the batch number and the number in the batch.

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

### Myasishchev M-17 & M-55

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

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

- **3 M-55 built by SmAZ (former factory # 475) at Smolensk in the 1990s**
  - M.55.2.0202

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.

### Myasishchev M-101 ‘Sokol’

- **3 M-101 ‘Sokol’ (former Factory # 21) at Nizhni Novgorod-Sormovo**
  - 15-0-001/3/4
  - 15-01-006

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 2,400+ CJ6 were 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
2 164 10 Y5 (An-2) built by Shijiazhuang Aircraft Factory since 1970
4 7055 01 Starting with batch 4, the system changed, with ’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
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’

15001-04 165 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’

1AH001 02 21 M20 built by PZL Mielec at Mielec from 1979 to 1997
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 (34rd 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?
The construction number is painted at the rear of the tail-boom.

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 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 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 "Cipsówka" 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 Y8 (An-12) and Y9 some 250 built by Shaanxi Aircraft Factory # 182 at Hanzhong from 1980 to 2019+
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
180+ RRJ’s (including prototypes) built by KnAAPO at Komsomolsk na Amure-Dzyomgi from 2007 to 2019+

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.

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.

Tupolev Tu-4
No examples known
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.

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.

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.

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.

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

<table>
<thead>
<tr>
<th>Construction Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 2 019 02</td>
<td>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.</td>
</tr>
<tr>
<td>1 79 3 01 4</td>
<td>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.</td>
</tr>
<tr>
<td>1 88 04 05</td>
<td>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.</td>
</tr>
<tr>
<td>6 4 014 02</td>
<td>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.</td>
</tr>
</tbody>
</table>

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

### Tupolev Tu-22M

<table>
<thead>
<tr>
<th>Construction Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 19 02 9</td>
<td>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.</td>
</tr>
<tr>
<td>27 23 3 2 1</td>
<td>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. Hence either some more early batches did not exists OR perhaps some early batches were not of five aircraft.</td>
</tr>
<tr>
<td>29 101 8 5 1</td>
<td>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.</td>
</tr>
</tbody>
</table>

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

48 00001/2/3

3 Tu-95 pre-production aircraft at factory # 18 at Kuibyshev-Bezymyanka 1955

5 001 04

43 Tu-95 built by factory # 18 at Kuibyshev-Bezymyanka

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

88 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 ‘nonsense number’.

640342000875

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

For the six digits are unknown, the seventh digit is the quarter built where the eight digit is the year built. The last five digits seem the famous nonsense number although it also seems possible the hold the batch number and the number in the batch.

The construction number (or just its last five digits) is normally found in the nose wheel bay.
### Tupolev Tu-104 & Tu-110

<table>
<thead>
<tr>
<th>Construction Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4200 ? plus one</td>
<td>2 Tu-104 prototypes built by Factory # 156 in Moscow-Lefortovo</td>
</tr>
<tr>
<td>6 35 01 03</td>
<td>8 Tu-104 &amp; 34 Tu-104A built by Factory # 135 at Kharkiv-Sokolniki from 1955 to 1959</td>
</tr>
<tr>
<td>7 66 05 03</td>
<td>2 Tu-102 and 57 Tu-104A built by Factory # 166 in Omsk from 1956 to 1960</td>
</tr>
<tr>
<td>8 2 01 05</td>
<td>94 Tu-104B and 2 Tu-104E built by Factory # 22 in Kazan-Borisoglebskoye from 1958 to 1960</td>
</tr>
<tr>
<td>5600 ?</td>
<td>1 Tu-110 prototype built by Factory # 156 at Moscow-Lefortovo in 1957</td>
</tr>
<tr>
<td>55 1 1 ?</td>
<td>3 Tu-110A aircraft built by Factory # 22 in Kazan-Borisoglebskoye in 1958</td>
</tr>
</tbody>
</table>

The construction number gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch.

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

<table>
<thead>
<tr>
<th>Construction Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5611 &amp; 5612 ?</td>
<td>2? Tu-114 prototypes built by Factory # 156 at Moscow-Lefortovo in 1957</td>
</tr>
<tr>
<td>8 8 4 0 1</td>
<td>32 Tu-114 built by Factory # 18 at Kuibyshev-Bezymyanka from 1958 to 1964</td>
</tr>
<tr>
<td>63 4 6 2</td>
<td>8 8 004 02 Tu-116 built by Factory # 18 at Kuibyshev-Bezymyanka from 1957 to 1958</td>
</tr>
<tr>
<td>65 6 1 1</td>
<td>9 Tu-126 aircraft built by Factory # 18 at Kuibyshev-Bezymyanka from 1961 to 1967</td>
</tr>
</tbody>
</table>

The construction number gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch.

### Tupolev Tu-124

<table>
<thead>
<tr>
<th>Construction Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0000</td>
<td>1 Tu-124 prototype built by Factory # 156 at Moscow-Lefortovo in 1960</td>
</tr>
<tr>
<td>1 35 03 01</td>
<td>110 Tu-124/Tu-124V and 53 Tu-124Sh were built by Factory # 135 at Kharkov-Karotish from 1960 to 1968</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Construction Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0000 &amp; 0001</td>
<td>2 Tu-134 prototypes (designated Tu-124A) built by factory # 135 Kharkiv-Sokolniki</td>
</tr>
<tr>
<td>5 35 00 2 &amp; 6 35 00 03/4/S</td>
<td>4 Tu-134 pre-production aircraft built by factory # 135 Kharkiv-Sokolniki 1965/1966</td>
</tr>
<tr>
<td>6 35 01 04</td>
<td>848 Tu-134 built by factory # 135 Kharkiv-Sokolniki from 1965 to 1983</td>
</tr>
<tr>
<td>23134</td>
<td>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.</td>
</tr>
<tr>
<td>2 35 01 04</td>
<td>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).</td>
</tr>
<tr>
<td>7 35 50795</td>
<td>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.</td>
</tr>
</tbody>
</table>

The 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.
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 (e.g. 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 | 923 Tu-154 built by Aviakor (former factory # 18) at Samara-Bezymyanka from 1970 to 2013 |
| 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 1Р (R) with the L and the P standing for the Russian words for left and right.
### Tupolev Tu-160

- **3 prototypes built by MMZ ‘Opty’ (factory # 156) in Moscow-Lefortovo and its outlet at Zhukovski**
- **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.

### Tupolev Tu-204

- **1 Tu-204 prototypes built by ANTK im. Tupoleva (former factory # 156) in Moscow-Lefortovo**
- **51 Tu-204 production aircraft built by ‘Aviastar’ at Ulyanovsk-Vostochny since 1990**

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

- **3 Tu-214 production aircraft built by ‘Aviastar’ at Ulyanovsk-Vostochny since 1990**

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.

### Xian Y7

- **03 07 02** | **Y7 (An-24/26) built by Xian Aircraft Industrial Corp. (XAC) at Xian-Yanliang since 1980**
- **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?

### Xian Y7G & MA60

- **04 03** | **125+ MA60 and Y7G built by Xian Aircraft Industrial Corp. (XAC) at Xian-Yanliang from 2000 to 2019+**
- **The construction numbers appear to be in simple batch number and number in the batch.**

Where is the construction number to be found?

### Yakovlev Yak-12

- **464 02 13** | **Yak-12 built in the Soviet Union (probably at Smolensk) since 1951**
- **Little is known of first version. However, it seems the first three digits of the construction number represent a factory code followed by a batch number and number in the batch.**
- **01 03 & 07 4 34** | **Yak-12R built in the Soviet Union (probably at Smolensk) from 1952**
- **For both construction number presentations first and last two digits are the batch number and the number in the batch and from batch 03 or 04 the digit 2, for version Yak-12R, was added**
- **03 5 18** | **Yak-12M built in the Soviet Union (probably at Smolensk) from 1955**
- **First and last two digits construction number are the batch number and the number in the batch the third digit, 5, stands for the for the version, Yak-12M.**
- **07 6 02** | **Yak-12A built in the Soviet Union (probably at Smolensk) from 1957**
- **First and last two digits construction number are the batch number and the number in the batch the third digit, 5, stands for the for the version, Yak-12A.**
- **1 9 001** | **137 Yak-12A built by WSK “PZL Warszawa-Okecie” at Okecie from 1959 to 1960**
- **Polish-built construction numbers are fairly straightforward, for example the first one: the first figure is a kind of batch number, the second is build-year and last three simply a consecutive sequence number.**
- **3 12 6 19** | **1,084 Yak-12M built by WSK-4 (later WSK “PZL Warszawa-Okecie”) from 1956 to 1960**
- **7 12 7 123** | **The construction number is explained as follows: the first figure(s) is batch number, 12 stands for Yak-12, the fourth digit is the year built while the remaining two or three digits are the consecutive aircraft sequence number.**
- **15 8 566** | **After construction number 9 12 7 206 (dec57) the system changed and in jan58 the ‘12’ (for Yak-12) was dropped and only the batch number the year built and the remaining three or four digits for the consecutive aircraft sequence number 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- Tsentralny

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.

No examples known  408 Yak-18 built by Factory # 135 at Kharkov from 1947 to 1949

The letters indicate the Hungarian production. The first digit is the batch number while the last two digits indicate the number in the batch.

No examples known  116 53 20  3,043 Yak-18 built by factory # 116 at Arsenyev from 1948 to 1955

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.

No examples known  125 Yak-18P built by factory # 116 at Arsenyev from 1961 to 1962

The first two numbers are the year built, the next two are the batch number while the last two digits two indicate the number in the batch.

No examples known  25 Yak-18PM built by factory # 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 two indicate the number in the batch.

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**

272 033 09  35 Yak-24 built by factory # 272 from 1956 to 1959

The construction number can be explained as follows: the first three digits are the factory number (272), the next three are the batch number (013 - first batch, 033 - third batch and so on) while the last digits two indicate the number in the batch.

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.
Yakovlev Yak-42

01001 till 01005
222 042 49191
2 flying prototypes built at Moscow-Khodynka and 4 flying pre-production built at Smolensk, (1976-1978) 8 Yak-42 built by SmAZ (former factory # 475) at Smolensk from 1981 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 1981 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 nonsense’ 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.