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DEPARTMENT OF DEFENSE HANDBOOK



NUMBERS, SERIAL, AIRCRAFT GAS TURBINE ENGINE AND ENGINE MODULE ASSIGNMENT OF

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DEPARTMENT OF DEFENSE
WASHINGTON, D.C. 20301

Numbers, Serial, Aircraft Gas Turbine Engine and Engine Module Assignment of
MIL-STD-1559

1. This Military Standard is approved for use by all Departments and Agencies of the Department of Defense.
2. Recommended corrections, additions, or deletions should be addressed to ASD/ENESS, Wright Patterson AFB, OH 45433

1. SCOPE. This standard describes the method of assignment and arrangement of letters and numerals used by the Military Services to identify complete engines and modules (major subassemblies thereof) as to the manufacturer and series in production. The engine/module serial number shall be the only one required for assignment and application to the complete engine and modules thereof. This standard applies to propulsion engines and airborne auxiliary power units.

2. SERIAL NUMBERS. Aircraft gas turbine engine and engine module serial numbers shall be composed of three parts. These are the manufacturer's symbol, engine or module identification, and serial number.

2.1 The first part of the serial number shall consist of a two-letter symbol indicating the manufacturer, as follows:

Manufacturer's Name	Letter Symbol
Aerojet	AJ
Air Research Division, Garrett Corporation	GA
Air Force Aero Propulsion Laboratory	PL
Allison Division, General Motors Corporation	AD
Curtiss-Wright Corporation	WA
Ford Motor Company	FD
General Electric Company	GE
Lycoming Division, Avco Corporation	LD
Marquadt Company	MA
Pratt and Whitney Aircraft Division, United Aircraft Corporation	PW
Rocketdyne	RD
Rolls Royce, Ltd.	RR
Solar Division, International Harvester Corporation	SO
Teledyne Continental Aviation and Engineering Corporation	CA
United Aircraft of Canada, Ltd.	CP
United Aircraft of West Virginia	WV
United Aircraft Research Laboratory	UA
United Technology Center	UT
Williams International	WR
CFM International	CF
Microturbo	MT

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2.1.1 Manufacturer's code symbol. These two letter symbols are not to be confused with those codes established by the Federal Supply Code for Manufacturers Handbook, H4, which covers code identification symbols of principal manufacturers of equipment and parts.

2.2 The second part of the serial number shall consist of a dash and a letter symbol indicating an engine or module, as follows:

Engine	<u>-E</u>
Augmentor or Afterburner module	<u>-A</u>
Fan/inlet module	<u>-F</u>
Core engine - core compressor module and compressor module for single spool engine	<u>-C</u>
Turbine/Fan Drive - (Low Pressure) module	<u>-L</u>
Turbine, high pressure compressor drive	<u>-H</u>
Combustor/Hot Section module	<u>-S</u>
Gear box module - reduction gear assembly (turboprop)	<u>-G</u>
Accessory duct module (incl. gearbox)	<u>-D</u>
Aircraft Mounted Accessory Drive System	<u>-M</u>
Exhaust nozzle module	<u>-N</u>
Turbine Assembly Module	<u>-T</u>

2.3 The third part of the serial number shall consist of a six-digit numeric field, which will be assigned by the manufacturer. It is desirable, where possible and practicable to have serial numbers assigned to each engine and/or module in consecutive blocks. The blocks shall be of sufficient size to amply cover anticipated production. It is also desirable and recommended to utilize the first two digits of this field to indicate year of contract.

3. Examples The following hypothetical examples illustrate the arrangement and significance of subject serial numbers:

GE-E740010 General Electric - serial number indicates the 10th engine manufactured by General Electric of a given type, model and series under a 1974 contract.

PW-A740009 Pratt and Whitney - serial number indicates the 9th augmentor (afterburner) produced for a given type, model and series engine under a 1974 contract.

4. Assignment - Notification - Immediately upon assignment of any block of numbers the manufacturer shall forward this information, through the cognizant contracting officer, to the appropriate headquarters.

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