

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 482

NUMBERING OF AIRCRAFT ENGINES, ENGINE CYLINDERS
AND COMBUSTION CHAMBERS, AND DIRECTION OF
ROTATION OF ENGINES AND PROPELLERS

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BRIEF HISTORY

The ISO Recommendation R 482, *Numbering of Aircraft Engines, Engine Cylinders and Combustion Chambers, and Direction of Rotation of Engines and Propellers*, was drawn up by Technical Committee ISO/TC 20, *Aircraft*, the Secretariat of which is held by the British Standards Institution (BSI).

Work on this question by the Technical Committee began in 1953 and led, in 1961, to the adoption of a Draft ISO Recommendation.

In June 1963, this Draft ISO Recommendation (No. 587) was circulated to all the ISO Member Bodies for enquiry. It was approved, subject to a few modifications of an editorial nature, by the following Member Bodies:

Belgium	Greece	Turkey
Canada	Indonesia	United Kingdom
Chile	Italy	U.S.A.
Colombia	Japan	U.S.S.R.
Czechoslovakia	Netherlands	Yugoslavia
Denmark	Spain	
Germany	Sweden	

Two Member Bodies opposed the approval of the Draft:

France
Switzerland

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in April 1966, to accept it as an ISO RECOMMENDATION.

NUMBERING OF AIRCRAFT ENGINES, ENGINE CYLINDERS AND COMBUSTION CHAMBERS, AND DIRECTION OF ROTATION OF ENGINES AND PROPELLERS

1. NUMBERING OF AIRCRAFT ENGINES

Aircraft engine positions should be numbered in the order in which their axes are encountered by a plane parallel to the plane of symmetry of the aircraft and moving from port to starboard. When this plane meets the axes of several engines simultaneously they should be numbered from front to rear, or if necessary, from the bottom upwards. The separate power sections of coupled engines should be designated by the engine number determined in the foregoing manner, followed by a letter "A", "B", etc., according to whether the power sections are port or starboard, or bottom or top respectively (see Fig. 1).

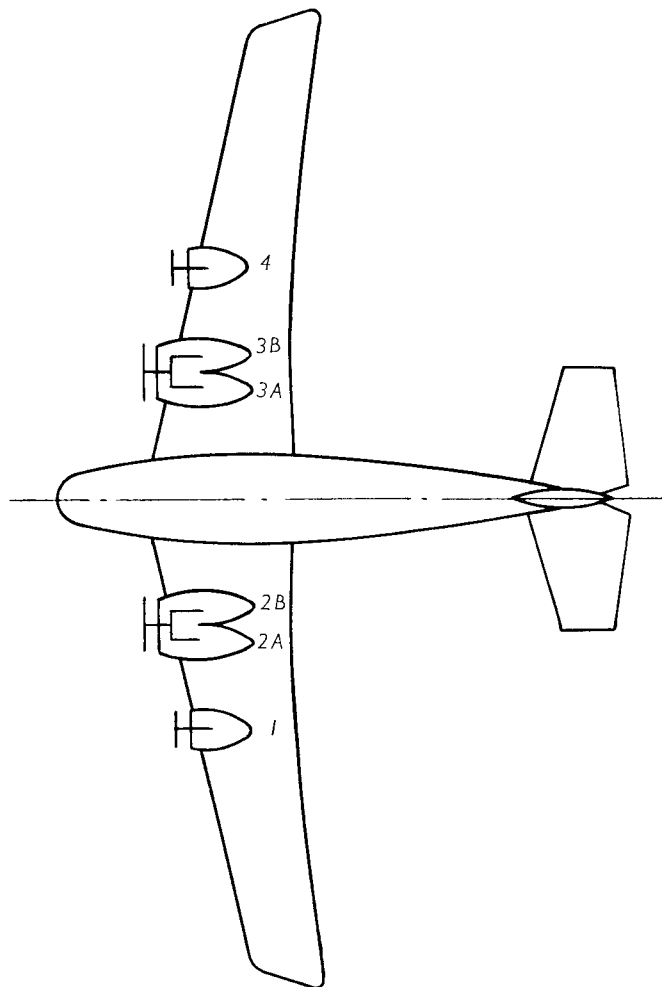


FIG. 1. — Numbering of aircraft engines