

CPC**COOPERATIVE PATENT CLASSIFICATION****F02C**

GAS-TURBINE PLANTS; AIR INTAKES FOR JET-PROPULSION PLANTS; CONTROLLING FUEL SUPPLY IN AIR-BREATHING JET-PROPULSION PLANTS (construction of turbines [F01D](#); jet-propulsion plants [F02K](#); construction of compressors or fans [F04](#); gas-turbine combustion chambers [F23R](#); using gas turbines in compression refrigeration plants [F25B 11/00](#); using gas-turbine plants in vehicles, see the relevant vehicle classes)

NOTES

1. This subclass covers:
 - combustion product or hot gas turbine plants;
 - internal combustion turbines or turbine plants;
 - turbine plants in which the working fluid is an unheated, pressurised gas.
2. This subclass does not cover:
 - steam turbine plants, which are covered by subclass [F01K](#);
 - special vapour plants, which are covered by subclass [F01K](#).
 - { combined cycle plants, which are covered by subclass [F01K 23/00](#)}
3. In this subclass, the following expression is used with the meaning indicated:
 - "gas-turbine plants" covers all the subject matter of Note (1) above and covers also features of jet-propulsion plants common to gas-turbine plants.
4. Attention is drawn to the Notes preceding class [F01](#).

F02C 1/00

Gas-turbine plants characterised by the use of hot gases or unheated pressurised gases, as the working fluid (by the use of combustion product [F02C 3/00](#), [F02C 5/00](#))

[F02C 1/002](#)

- {using an auxiliary fluid}

[F02C 1/005](#)

- • {being recirculated}

[F02C 1/007](#)

- {combination of cycles}

[F02C 1/02](#)

- the working fluid being an unheated pressurised gas

[F02C 1/04](#)

- the working fluid being heated indirectly {(in a fluidised-bed combustor [F02C 3/205](#))}

[F02C 1/05](#)

- • characterised by the type or source of heat, e.g. using nuclear or solar energy

[F02C 1/06](#)

- • • using reheated exhaust gas ([F02C 1/08](#) takes precedence)

[F02C 1/08](#)

- • Semi-closed cycles

[F02C 1/10](#)

- • Closed cycles

[F02C 1/105](#)

- • • {construction; details}

F02C 3/00

Gas-turbine plants characterised by the use of combustion products as the working fluid (generated by intermittent combustion [F02C 5/00](#))

[F02C 3/02](#)

- using exhaust-gas pressure in a pressure exchanger to compress combustion-air (pressure exchangers per se [F04F 13/00](#))

[F02C 3/04](#)

- having a turbine driving a compressor (power transmission arrangements [F02C 7/36](#); control of working fluid flow [F02C 9/16](#))

- F02C 3/045
 - • having compressor and turbine passages in a single rotor-module ([F02C 3/073 takes precedence](#))
- F02C 3/05
 - • • the compressor and the turbine being of the radial flow type
- F02C 3/055
 - • the compressor being of the positive-displacement type
- F02C 3/06
 - • the compressor comprising only axial stages ([F02C 3/10 takes precedence](#))
- F02C 3/062
 - • • {the turbine being of the radial-flow type}
- F02C 3/064
 - • • {the compressor having concentric stages}
- F02C 3/067
 - • • having counter-rotating rotors ([F02C 3/073 takes precedence](#))
- F02C 3/073
 - • • the compressor and turbine stages being concentric
- F02C 3/08
 - • the compressor comprising at least one radial stage ([F02C 3/10 takes precedence](#))
- F02C 3/085
 - • • {the turbine being of the radial-flow type (radial-radial) ([F02C 3/05 takes precedence](#))}
- F02C 3/09
 - • • of the centripetal type
- F02C 3/10
 - • with another turbine driving an output shaft but not driving the compressor
- F02C 3/103
 - • • {the compressor being of the centrifugal type}
- F02C 3/107
 - • with two or more rotors connected by power transmission
- F02C 3/113
 - • • with variable power transmission between rotors
- F02C 3/13
 - • having variable working fluid interconnections between turbines or compressors or stages of different rotors {(controlling flow ratio between different flows of multi-flow jet-propulsion plant, e.g. ducted fan [F02K 3/075](#))}
- F02C 3/14
 - characterised by the arrangement of the combustion chamber in the plant (combustion chambers per se [F23R](#); [F02C 3/205 takes precedence](#))
- F02C 3/145
 - • {the combustion chamber being in the reverse flow-type}
- F02C 3/16
 - • the combustion chambers being formed at least partly in the turbine rotor {or in an other rotating part of the plant}
- F02C 3/165
 - • • {the combustion chamber contributes to the driving force by creating reactive thrust}
- F02C 3/20
 - using a special fuel, oxidant, or dilution fluid to generate the combustion products
- F02C 3/205
 - • {in a fluidised-bed combustor (in combination with a steam cycle see [F01K 23/061](#); fluidised-bed apparatus in general [B01J 8/18](#); fluidised-bed combustors in general [F23C 10/00](#))}
- F02C 3/22
 - • the fuel or oxidant being gaseous at standard temperature and pressure ([F02C 3/28 takes precedence](#))
- F02C 3/24
 - • the fuel or oxidant being liquid at standard temperature and pressure
- F02C 3/26
 - • the fuel or oxidant being solid or pulverulent, e.g. in slurry or suspension
- F02C 3/28
 - • • using a separate gas producer for gasifying the fuel before combustion
- F02C 3/30
 - • Adding water, steam or other fluids {for influencing combustion, e.g. to obtain cleaner exhaust gases ([F02C 7/141](#), [F02C 7/30](#), [F01D 21/00](#), [F01K 21/04](#), [F23D 11/10](#) take precedence)}
- F02C 3/305
 - • • {Increasing the power, speed, torque or efficiency of a gas turbine or the thrust of a turbojet engine by injecting or adding water, steam or other fluids ([F01K 21/04 takes precedence](#))}
- F02C 3/32
 - Inducing air flow by fluid jet, e.g. ejector action

- F02C 3/34
 - with recycling of part of the working fluid, i.e. semi-closed cycles with combustion products in the closed part of the cycle
- F02C 3/36
 - Open cycles
- F02C 3/365
 - • {a part of the compressed air being burned, the other part being heated indirectly (in a fluidised-bed combustor [F02C 3/205](#))}
- F02C 5/00**

Gas-turbine plants characterised by the working fluid being generated by intermittent combustion
- F02C 5/02
 - characterised by the arrangement of the combustion chamber in the chamber in the plant ([combustion chambers per se F23R](#))
- F02C 5/04
 - • the combustion chambers being formed at least partly in the turbine rotor
- F02C 5/06
 - the working fluid being generated in an internal-combustion gas generated of the positive-displacement type having essentially no mechanical power output ([internal-combustion engines with prolonged expansion using exhaust gas turbines F02B](#))
- F02C 5/08
 - • the gas generator being of the free-piston type
- F02C 5/10
 - the working fluid forming a resonating or oscillating gas column, i.e. the combustion chambers having no positively actuated valves, e.g. using Helmholtz effect
- F02C 5/11
 - • using valveless combustion chambers
- F02C 5/12
 - the combustion chambers having inlet or outlet valves, e.g. Holzwarth gas-turbine plants
- F02C 6/00**

Plural gas-turbine plants; Combinations of gas-turbine plants with other apparatus ([aspects predominantly concerning such apparatus, see the relevant classes for the apparatus](#)); Adaptations of gas-turbine plants for special use
- F02C 6/003
 - {Gas-turbine plants with heaters between turbine stages}
- F02C 6/006
 - {Open cycle gas-turbine in which the working fluid is expanded to a pressure below the atmospheric pressure and then compressed to atmospheric pressure}
- F02C 6/02
 - Plural gas-turbine plants having a common power output
- F02C 6/04
 - Gas-turbine plants providing heated or pressurised working fluid for other apparatus, e.g. without mechanical power output ([F02C 6/18 takes precedence; \(for a fluidised-bed combustor F02C 3/205\)](#))
- F02C 6/06
 - • providing compressed gas ([F02C 6/10 takes precedence](#))
- F02C 6/08
 - • • the gas being bled from the gas-turbine compressor
- F02C 6/10
 - • supplying working fluid to a user, e.g. a chemical process, which returns working fluid to a turbine of the plant
- F02C 6/12
 - • • Turbochargers, i.e. plants for augmenting mechanical power output of internal-combustion piston engines by increase of charge pressure
- F02C 6/14
 - Gas-turbine plants having means for storing energy, e.g. for meeting peak loads
- F02C 6/16
 - • for storing compressed air
- F02C 6/18
 - Using the waste heat of gas-turbine plants outside the plants themselves, e.g. gas-turbine power heat plants ([using waste heat as source of energy for refrigeration plants F25B 27/02; using the waste heat of a gasturbine for steam generation or in a steam cycle see F01K 23/10](#))
- F02C 6/20
 - Adaptations of gas-turbine plants for driving vehicles
- F02C 6/203
 - • {the vehicles being waterborne vessels}

F02C 6/206	<ul style="list-style-type: none"> <ul style="list-style-type: none"> {the vehicles being airscrew driven}
F02C 7/00	Features, components parts, details or accessories, not provided for in, or of interest apart from groups F02C 1/00 to F02C 6/00; Air intakes for jet-propulsion plants (controlling F02C 9/00)
F02C 7/04	<ul style="list-style-type: none"> Air intakes for gas-turbine plants or jet-propulsion plants
F02C 7/042	<ul style="list-style-type: none"> <ul style="list-style-type: none"> having variable geometry
F02C 7/045	<ul style="list-style-type: none"> <ul style="list-style-type: none"> having provisions for noise suppression
F02C 7/047	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Heating to prevent icing
F02C 7/05	<ul style="list-style-type: none"> <ul style="list-style-type: none"> having provisions for obviating the penetration of damaging objects or particles
F02C 7/052	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> with dust-separation devices
F02C 7/055	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> with intake grids, screens or guards
F02C 7/057	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Control or regulation (conjointly with fuel supply control F02C 9/50, with nozzle area control F02K 1/16)
F02C 7/06	<ul style="list-style-type: none"> Arrangements of bearings (bearings F16C); Lubricating ({of turbo machines F01D 25/18; of machines or} engines in general F01M)
F02C 7/08	<ul style="list-style-type: none"> Heating air supply before combustion, e.g. by exhaust gases
F02C 7/10	<ul style="list-style-type: none"> <ul style="list-style-type: none"> by means of regenerative heat-exchangers
F02C 7/105	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> of the rotary type (rotary heat exchangers per se F28D)
F02C 7/12	<ul style="list-style-type: none"> Cooling of plants (of component parts, see the relevant subclasses, e.g. F01D; cooling of engines in general F01P)
F02C 7/125	<ul style="list-style-type: none"> <ul style="list-style-type: none"> {by partial arc admission of the working fluid or by intermittent admission of working and cooling fluid}
F02C 7/14	<ul style="list-style-type: none"> <ul style="list-style-type: none"> of fluids in the plant, {e.g. lubricant or fuel (F02C 7/185 takes precedence)}
F02C 7/141	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> of working fluid
F02C 7/143	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> before or between the compressor stages
F02C 7/1435	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> {by water injection}
F02C 7/16	<ul style="list-style-type: none"> <ul style="list-style-type: none"> characterised by cooling medium
F02C 7/18	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> the medium being gaseous, e.g. air {(F02C 7/125 takes precedence)}
F02C 7/185	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> {Cooling means for reducing the temperature of the cooling air or gas}
F02C 7/20	<ul style="list-style-type: none"> Mounting or supporting of plant; Accomodating heat expansion or creep
F02C 7/22	<ul style="list-style-type: none"> Fuel supply systems
F02C 7/222	<ul style="list-style-type: none"> <ul style="list-style-type: none"> {Fuel flow conduits, e.g. manifolds}
F02C 7/224	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Heating fuel before feeding to the burner
F02C 7/228	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Dividing fuel between various burners
F02C 7/232	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Fuel valves {(control of fuel supply by means of fuel metering valves F02C 9/263)}; Draining valves or systems (valves in general F16K)
F02C 7/236	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Fuel delivery systems comprising two or more pumps
F02C 7/2365	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> {comprising an air supply system for the atomisation of fuel}
F02C 7/24	<ul style="list-style-type: none"> Heat or noise insulation (air intakes having provisions for noise suppression F02C 7/045; turbine exhaust heads, chambers, or the like F01D 25/30; silencing nozzles of jet-propulsion plants F02K 1/00)

- F02C 7/25
 - . Fire protection or prevention (in general [A62](#))
- F02C 7/26
 - Starting; Ignition
- F02C 7/262
 - . Restarting after flame-out
- F02C 7/264
 - . Ignition
- F02C 7/266
 - . . Electric (sparking plugs [H01T](#))
- F02C 7/268
 - . Starting drives for the rotor, {acting directly on the rotor of the gas turbine to be started}
- F02C 7/27
 - . . Fluid drives (turbine starters [F02C 7/277](#))
- F02C 7/272
 - . . . generated by cartridges
- F02C 7/275
 - . . Mechanical drives
- F02C 7/277
 - . . . the starter being a {separate} turbine
- F02C 7/28
 - Arrangement of seals
- F02C 7/30
 - Preventing corrosion {or unwanted deposits} in gas-swept spaces
- F02C 7/32
 - Arrangement, mounting, or driving, of auxiliaries
- F02C 7/36
 - Power transmission arrangements between the different shafts of the gas turbine plant, or between the gas-turbine plant and the power user ({[F02C 3/107](#) to [F02C 3/13](#) and} [F02C 7/32](#) take precedence; couplings for transmitting rotation [F16D](#); gearing in general [F16H](#))

- F02C 9/00**
 - Controlling gas-turbine plants; Controlling fuel supply in air-breathing jet-propulsion plants** (controlling air intakes [F02C 7/057](#); controlling turbines [F01D](#); controlling compressors [F04D 27/00](#); controlling in general [G05](#))
- F02C 9/16
 - Control of working fluid flow ([F02C 9/48](#) takes precedence; control of air-intake flow [F02C 7/057](#))
- F02C 9/18
 - . by bleeding, bypassing or acting on variable working fluid interconnections between turbines or compressors or their stages ({[F02C 3/113](#) takes precedence})
- F02C 9/20
 - . by throttling; by adjusting vanes
- F02C 9/22
 - . . by adjusting turbine vanes
- F02C 9/24
 - . Control of the pressure level in closed cycles
- F02C 9/26
 - Control of fuel supply ([F02C 9/48](#) takes precedence; fuel valves [F02C 7/232](#))
- F02C 9/263
 - . {by means of fuel metering valves}
- F02C 9/266
 - . {specially adapted for gas turbines with intermittent fuel injection}
- F02C 9/28
 - . Regulating systems responsive to plant or ambient parameters, e.g. temperature, pressure, rotor speed ([F02C 9/30](#) to [F02C 9/38](#), [F02C 9/44](#) take precedence)
- F02C 9/285
 - . . {Mechanical command devices linked to the throttle lever}
- F02C 9/30
 - . characterised by variable fuel pump output
- F02C 9/32
 - . characterised by throttling of fuel ([F02C 9/38](#) takes precedence)
- F02C 9/34
 - . . Joint control of separate flows to main and auxiliary burners
- F02C 9/36
 - . characterised by returning of fuel to sump ([F02C 9/38](#) takes precedence)
- F02C 9/38
 - . characterised by throttling and returning of fuel to sump
- F02C 9/40
 - . specially adapted to the use of a special fuel or a plurality of fuels

- F02C 9/42
 - . specially adapted for the control of two or more plants simultaneously
- F02C 9/44
 - . responsive to the speed of aircraft, e.g. Mach number control, optimisation of fuel consumption
- F02C 9/46
 - . Emergency fuel control
- F02C 9/48
 - Control of fuel supply conjointly with another control of the plant ([with nozzle section control F02K 1/17](#))
- F02C 9/50
 - . with control of working fluid flow
- F02C 9/52
 - . . by bleeding or by-passing the working fluid
- F02C 9/54
 - . . by throttling the working fluid, by adjusting vanes
- F02C 9/56
 - . with power transmission control
- F02C 9/58
 - . . with control of a variable-pitch propeller