

SECTION F — MECHANICAL ENGINEERING; LIGHTING; HEATING; WEAPONS; BLASTING

F02 COMBUSTION ENGINES; HOT-GAS OR COMBUSTION-PRODUCT ENGINE PLANTS

F02K JET-PROPULSION PLANTS (arrangement or mounting of jet-propulsion plants in land vehicles or vehicles in general B60K; arrangement or mounting of jet-propulsion plants in waterborne vessels B63H; controlling aircraft attitude, flight direction, or altitude by jet reaction B64C; arrangement or mounting of jet-propulsion plants in aircraft B64D; plants characterised by the power of the working fluid being divided between jet propulsion and another form of propulsion, e.g. propeller, F02B, F02C; features of jet-propulsion plants common to gas-turbine plants, air intakes or fuel supply control of air-breathing jet-propulsion plants F02C)

Note(s)

- In this subclass, the following expression is used with the meaning indicated:
 - "jet-propulsion plants" means plants using combustion to produce a fluid stream from which a propulsive thrust on the plants is obtained on the reaction principle.
- Attention is drawn to the Notes preceding class F01.

Subclass index

PLANTS CHARACTERISED BY JET PIPE OR NOZZLE.....	1/00, 9/80
PLANTS WITH COMPRESSOR OR FAN.....	3/00, 5/00
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ROCKET-ENGINE PLANTS.....	9/00
CONTROL.....	1/15, 1/76, 7/00, 9/00
OTHER PLANTS.....	99/00

1/00 Plants characterised by the form or arrangement of the jet pipe or nozzle; Jet pipes or nozzles peculiar thereto (rocket nozzles F02K 9/97) [1, 2006.01]

- 1/04 • Mounting of an exhaust cone in the jet pipe [1, 2006.01]
- 1/06 • Varying effective area of jet pipe or nozzle (F02K 1/30 takes precedence) [1, 3, 2006.01]
- 1/08 • • by axially moving or transversely deforming an internal member, e.g. the exhaust cone [1, 2006.01]
- 1/09 • • by axially moving an external member, e.g. a shroud (F02K 1/12 takes precedence) [3, 2006.01]
- 1/10 • • by distorting the jet pipe or nozzle [1, 2006.01]
- 1/11 • • by means of pivoted eyelids [3, 2006.01]
- 1/12 • • by means of pivoted flaps [1, 2006.01]
- 1/15 • • Control or regulation [3, 2006.01]
- 1/16 • • • conjointly with another control [1, 3, 2006.01]
- 1/17 • • • with control of fuel supply [3, 2006.01]
- 1/18 • • • automatic [1, 3, 2006.01]
- 1/28 • using fluid jets to influence the jet flow [3, 2006.01]
- 1/30 • • for varying effective area of jet pipe or nozzle [3, 2006.01]
- 1/32 • • for reversing thrust [3, 2006.01]
- 1/34 • • for attenuating noise [3, 2006.01]
- 1/36 • having an ejector [3, 2006.01]
- 1/38 • Introducing air inside the jet (F02K 1/28 takes precedence) [3, 2006.01]
- 1/40 • Nozzles having means for dividing the jet into a plurality of partial jets or having an elongated cross-section outlet [3, 2006.01]

- 1/42 • • the means being movable into an inoperative position [3, 2006.01]
- 1/44 • Nozzles having means, e.g. a shield, reducing sound radiation in a specified direction (F02K 1/40 takes precedence) [3, 2006.01]
- 1/46 • Nozzles having means for adding air to the jet or for augmenting the mixing region between the jet and the ambient air, e.g. for silencing (F02K 1/28, F02K 1/36, F02K 1/38 take precedence) [3, 2006.01]
- 1/48 • • Corrugated nozzles [3, 2006.01]
- 1/50 • • Deflecting outwardly a portion of the jet by retractable scoop-like baffles [3, 2006.01]
- 1/52 • Nozzles specially constructed for positioning adjacent to another nozzle or to a fixed member, e.g. fairing [3, 2006.01]
- 1/54 • Nozzles having means for reversing jet thrust (F02K 1/32 takes precedence) [3, 2006.01]
- 1/56 • • Reversing jet main flow [3, 2006.01]
- 1/58 • • • Reversers mounted on the inner cone or the nozzle housing [3, 2006.01]
- 1/60 • • • by blocking the rearward discharge by means of pivoted eyelids or clamshells, e.g. target-type reversers [3, 2006.01]
- 1/62 • • • by blocking the rearward discharge by means of flaps [3, 2006.01]
- 1/64 • • Reversing fan flow [3, 2006.01]
- 1/66 • • • using reversing fan blades [3, 2006.01]
- 1/68 • • • Reversers mounted on the engine housing downstream of the fan exhaust section [3, 2006.01]

- 1/70 • • • using thrust reverser flaps or doors mounted on the fan housing [3, 2006.01]
- 1/72 • • • the aft end of the fan housing being movable to uncover openings in the fan housing for the reversed flow [3, 2006.01]
- 1/74 • • Reversing at least one flow in relation to at least one other flow in a plural-flow engine [3, 2006.01]
- 1/76 • • Control or regulation of thrust reversers [3, 2006.01]
- 1/78 • Other construction of jet pipes [3, 2006.01]
- 1/80 • • Couplings or connections [3, 2006.01]
- 1/82 • • Jet pipe walls, e.g. liners [3, 2006.01]
- 3/00 Plants including a gas turbine driving a compressor or a ducted fan [1, 2006.01]**
- 3/02 • in which part of the working fluid by-passes the turbine and combustion chamber [1, 2006.01]
- 3/04 • • the plant including ducted fans, i.e. fans with high volume, low-pressure outputs, for augmenting jet thrust, e.g. of double-flow type [1, 2006.01]
- 3/06 • • • with front fan [1, 2006.01]
- 3/062 • • • with aft fan [3, 2006.01]
- 3/065 • • • with front and aft fans [3, 2006.01]
- 3/068 • • • being characterised by a short axial length relative to diameter [3, 2006.01]
- 3/072 • • • with counter-rotating rotors [3, 2006.01]
- 3/075 • • • controlling flow ratio between flows [3, 2006.01]
- 3/077 • • • the plant being of the multiple flow type, i.e. having three or more flows [3, 2006.01]
- 3/08 • with supplementary heating of the working fluid (after-burners, combustion chambers F23R); Control thereof (control of fuel supply therefor F02C 9/26) [1, 3, 2006.01]
- 3/10 • • by after-burners (F02K 3/105 takes precedence) [1, 3, 2006.01]
- 3/105 • • Heating the by-pass flow [3, 2006.01]
- 3/11 • • • by means of burners or combustion chambers [3, 2006.01]
- 3/115 • • • by means of indirect heat exchange [3, 2006.01]
- 3/12 • characterised by having more than one gas turbine [1, 2006.01]
- 5/00 Plants including an engine, other than a gas turbine, driving a compressor or a ducted fan [1, 2006.01]**
- 5/02 • the engine being of the reciprocating-piston type [1, 2006.01]
- 7/00 Plants in which the working-fluid is used in a jet only, i.e. the plants not having a turbine or other engine driving a compressor or a ducted fan; Control thereof (rocket-engine plants F02K 9/00) [1, 2006.01]**
- 7/02 • the jet being intermittent, i.e. pulse jet [1, 2006.01]
- 7/04 • • with resonant combustion chambers [1, 2006.01]
- 7/06 • • with combustion chambers having valves [1, 2006.01]
- 7/067 • • • having aerodynamic valves [3, 2006.01]
- 7/075 • • with multiple pulse-jet engines [3, 2006.01]
- 7/08 • the jet being continuous [1, 2006.01]
- 7/10 • characterised by having ram-action compression, i.e. aero-thermo-dynamic-ducts or ram-jet engines [1, 2006.01]
- 7/12 • • Injection-induction jet engines [3, 2006.01]
- 7/14 • • with external combustion, e.g. scram-jet engines [3, 2006.01]
- 7/16 • • Composite ram-jet/turbo-jet engines [3, 2006.01]
- 7/18 • • Composite ram-jet/rocket engines [3, 2006.01]
- 7/20 • • Composite ram-jet/pulse-jet engines [3, 2006.01]
- 9/00 Rocket-engine plants, i.e. plants carrying both fuel and oxidant therefor; Control thereof (chemical composition of propellants C06B, C06D) [1, 3, 2006.01]**
- 9/08 • using solid propellants (F02K 9/72 takes precedence; using semi-solid or pulverulent propellants F02K 9/70) [3, 2006.01]
- 9/10 • • Shape or structure of solid propellant charges [3, 2006.01]
- 9/12 • • • made of two or more portions burning at different rates [3, 2006.01]
- 9/14 • • • made from sheet-like materials, e.g. of carpet-roll type, of layered structure [3, 2006.01]
- 9/16 • • • of honeycomb structure [3, 2006.01]
- 9/18 • • • of the internal-burning type having a star or like shaped internal cavity [3, 2006.01]
- 9/20 • • • of the external-burning type [3, 2006.01]
- 9/22 • • • of the front-burning type [3, 2006.01]
- 9/24 • • Charging rocket engines with solid propellants; Methods or apparatus specially adapted for working solid propellant charges [3, 2006.01]
- 9/26 • • Burning control [3, 2006.01]
- 9/28 • • having two or more propellant charges with the propulsion gases exhausting through a common nozzle [3, 2006.01]
- 9/30 • • with the propulsion gases exhausting through a plurality of nozzles [3, 2006.01]
- 9/32 • • Constructional parts; Details (shape or structure of solid propellant charges F02K 9/10; starting or ignition means or arrangements F02K 9/95; rocket nozzles F02K 9/97) [3, 2006.01]
- 9/34 • • • Casings; Combustion chambers; Liners thereof [3, 2006.01]
- 9/36 • • • Propellant charge supports [3, 2006.01]
- 9/38 • • • Safety devices, e.g. to prevent accidental ignition [3, 2006.01]
- 9/40 • • • Cooling arrangements [3, 2006.01]
- 9/42 • using liquid or gaseous propellants (F02K 9/72 takes precedence) [3, 2006.01]
- 9/44 • • Feeding propellants [3, 2006.01]
- 9/46 • • • using pumps (pumps *per se* F04) [3, 2006.01]
- 9/48 • • • driven by a gas turbine fed by propellant combustion gases [3, 2006.01]
- 9/50 • • • using pressurised fluid to pressurize the propellants [3, 2006.01]
- 9/52 • • • Injectors (in general B05B) [3, 2006.01]
- 9/54 • • • Leakage detectors; Purging systems; Filtration systems (filters *per se* B01D) [3, 2006.01]
- 9/56 • • • Control [3, 2006.01]
- 9/58 • • • Propellant feed valves (valves in general F16K) [3, 2006.01]
- 9/60 • • Constructional parts; Details (starting or ignition means or arrangements F02K 9/95; rocket nozzles F02K 9/97) [3, 2006.01]
- 9/62 • • • Combustion or thrust chambers [3, 2006.01]
- 9/64 • • • having cooling arrangements [3, 2006.01]
- 9/66 • • • of the rotary type [3, 2006.01]
- 9/68 • • • Decomposition chambers [3, 2006.01]
- 9/70 • using semi-solid or pulverulent propellants [3, 2006.01]
- 9/72 • using liquid and solid propellants, i.e. hybrid rocket-engine plants [3, 2006.01]
- 9/74 • combined with another jet-propulsion plant [3, 2006.01]

- 9/76 • • with another rocket-engine plant; Multistage rocket-engine plants **[3, 2006.01]**
- 9/78 • • with an air-breathing jet-propulsion plant (with a ram-jet engine F02K 7/18) **[3, 2006.01]**
- 9/80 • characterised by thrust or thrust vector control (F02K 9/26, F02K 9/56, F02K 9/94 take precedence) **[3, 2006.01]**
- 9/82 • • by injection of a secondary fluid into the rocket exhaust gases **[3, 2006.01]**
- 9/84 • • using movable nozzles **[3, 2006.01]**
- 9/86 • • using nozzle throats of adjustable cross-section **[3, 2006.01]**
- 9/88 • • using auxiliary rocket nozzles **[3, 2006.01]**
- 9/90 • • using deflectors (F02K 9/82 takes precedence) **[3, 2006.01]**
- 9/92 • • incorporating means for reversing or terminating thrust **[3, 2006.01]**
- 9/94 • Re-ignitable or restartable rocket-engine plants; Intermittently operated rocket-engine plants **[3, 2006.01]**
- 9/95 • characterised by starting or ignition means or arrangements (safety devices F02K 9/38) **[3, 2006.01]**
- 9/96 • characterised by specially adapted arrangements for testing or measuring **[3, 2006.01]**
- 9/97 • Rocket nozzles (thrust or thrust vector control F02K 9/80) **[3, 2006.01]**
- 99/00 Subject matter not provided for in other groups of this subclass [2009.01]**