Technologies for Turbofan Noise Reduction

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ABSTRACT

An overview presentation of NASA’s engine noise research since 1992 is given for subsonic commercial aircraft applications. Highlights are included from the Advanced Subsonic Technology (AST) Noise Reduction Program and the Quiet Aircraft Technology (QAT) project with emphasis on engine source noise reduction. Noise reduction goals for 10 EPNdB by 2007 and 20 EPNdB by 2022 are reviewed. Fan and jet noise technologies are highlighted from the AST program including higher bypass ratio propulsion, scarf inlets, forward-swept fans, swept/leaned stators, chevron nozzles, noise prediction methods, and active noise control for fans. Source diagnostic tests for fans and jets that have been completed over the past few years are presented showing how new flow measurement methods such as Particle Image Velocimetry (PIV) have played a key role in understanding turbulence, the noise generation process, and how to improve noise prediction methods. Tests focused on source decomposition have helped identify which engine components need further noise reduction. The role of Computational AeroAcoustics (CAA) for fan noise prediction is presented. Advanced noise reduction methods such as Herschel-Quincke tubes and trailing edge blowing for fan noise that are currently being pursued in the QAT program are also presented. Highlights are shown from engine validation and flight demonstrations that were done in the late 1990’s with Pratt & Whitney on their PW4098 engine and Honeywell on their TFE-731-60 engine. Finally, future propulsion configurations currently being studied that show promise towards meeting NASA’s long term goal of 20 dB noise reduction are shown including a Dual Fan Engine concept on a Blended Wing Body aircraft.
Technologies for Turbofan Noise Reduction

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New Technology Enables Aircraft To Meet Future Requirements

- **History**: JT3D, JT8D, JT9D, CF6, CFM56
- **Current**: JT8D-200, PW2000, PW4000, V2500, GE90, PW6000
- **Future Goals**:
  - **Stage 2**: Average Noise Level Relative to Stage 3 (EPNdB)
  - **Stage 3**: Average Noise Reduction in Service
  - **Stage 4**: Advanced Subsonic Technology (AST) Noise Reduction Program Goal of 5 dB
  - **Quiet Aircraft Technology (QAT) Program Goal (additional 5 dB)**

Aircraft Fleet Noise Reduction Needed For 55 LDN Noise Contours Within Airport Boundaries

According to a document from the U.S. Environmental Protection Agency (EPA) published in the 1970’s, 55 LDN is the outdoor noise exposure level "requisite to protect the public health and welfare with an adequate margin of safety". The phrase "health and welfare" is defined as "complete physical, mental and social well-being and not merely the absence of disease and infirmity".

Analysis by Don Garber, NASA Langley, using NoiseMap
Pratt & Whitney's PW8000 Turbofan Engine
(Conceptual)
Engine Noise Reduction Technologies

Swept/Leaned Stators

Active Noise Control

Forward-Swept Fans

Scarf Inlets

Noise Prediction

Higher Bypass Ratio

Chevron Nozzles
Outline

- Future Directions
- Static Engine Tests & Flight Validation
- Jet Noise
- Fan Noise
- Source Diagnostics Tests
Jet Noise Baseline Data For CFD/CAA Validation

- Provide reliable data base for experimental and analytical comparisons
- Cover wide range of subsonic and supersonic conditions (Tanna data)
Jet Noise Baseline Data For CFD/CAA Validation

- Objective: Turbulent flow statistics

Bridges & Wernet (AIAA Paper 2002-2484)
Fan Source Diagnostics Test (SDT)

- Approach
  - Comprehensive Aero-Acoustic Testing
  - Advanced Diagnostics
  - Source Separation
    - Inlet vs. exhaust
    - stage vs. rotor-alone

Top View Schematic of NASA's 9' x 15'
Low-Speed Wind Tunnel
Fan Source Diagnostics Test Summary

- Shock Location Surveys (LDV)
- Turbulence Surveys (PIV)
- Unsteady Pressure Surveys
- Inlet BL Surveys (HW)
- Tip Flow Surveys (LDV)
- Wake Surveys (LDV)
- 2-Point Correlation Surveys (HW)
- Nozzle Exit Surveys (LDV)
- Duct Wall Pressure Surveys
- Rotating Rake Microphone Surveys
- Traversing Microphone Farfield Surveys

Tested 2 Fans, 3 Outlet Guide Vanes and Rotor-Alone Configurations at Multiple Fan Tip Speeds
Rotor-Alone Fan Noise
### Fan Source Diagnostics Test - References

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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<td>Vane Unsteady Pressure Results</td>
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<td>Computation of Rotor Wake Turbulence</td>
<td>Noise</td>
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<td></td>
<td>Nallasamy et. al (AIAA Paper 2002-2489)</td>
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</table>
Fan Tone Noise Prediction (Frequency Domain)

Methodology

- Fan Wake Description: Steady RANS
- OGV Acoustic Response: Linearized Euler

* Verdon et al. (NASA/CR-2001-210713)

Exhaust Tone Levels: Prediction

<table>
<thead>
<tr>
<th>Cut-Off Stator (2xBPF)</th>
<th>Cut-On Stator (1xBPF)</th>
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<tr>
<td>Mode: (m,n)</td>
<td>Power (dB)</td>
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<tr>
<td>(-10,0)</td>
<td>113 111</td>
</tr>
<tr>
<td>(-10,1)</td>
<td>100  97</td>
</tr>
<tr>
<td>(-10,2)</td>
<td>101  103</td>
</tr>
<tr>
<td>(-10,3)</td>
<td>102  98</td>
</tr>
<tr>
<td>Total</td>
<td>114 112</td>
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</table>

* Data includes a recently discovered 3 dB correction
Computational Aeroacoustics for Fan Noise Prediction (Time-Domain)

**Methodology**

- Time-Accurate, Non-linear & Inviscid Simulation
- Validated in 2D. Extension to 3D is Underway

Harmonic content of unsteady pressure (only 9 passages shown)
Fan Broadband Noise Prediction

Methodology

- Fan Wake Turbulence Description: Steady RANS
- OGV Acoustic Response: Strip-wise lift response (2D cascade)
  Classical duct acoustics (3D)

Inlet and Exhaust PWL at Approach Condition (Stator Contribution Only)
Data includes both coherent and broadband, theory only includes broadband
Fan Noise Duct Propagation
CDUCT-LaRC Code

✓ Accounts for realistic geometries
✓ Uses CFD to achieve higher quality acoustic predictions
✓ Couples with source codes like LINFLUX or TFaNS

Scarf Inlets
Fan Noise Reduction

- Low-Count Swept OGV
  - Low Count Reduces Broadband Noise
  - Sweep Minimizes BPF Tone Penalty

- Trailing Edge Blowing
  - Fill-In the Rotor Wake
    - reduces tone noise
    - reduces broadband noise

Woodward et al. (AIAA Paper 2002-2427)

Fan Noise Reduction

Virginia Polytechnic Institute Herschel-Quincke (HQ) Tubes
NASA Advanced Noise Control Fan (ANCF)
Fan Noise Reduction

NASA/BBN Active Noise Control Fan Test
Jet Noise Reduction - Flight Tests
Model Scale Versus Flight Tests
Chevron Benefit Comparison - Perceived Noise Level (PNL)

Model Scale Tests

Learjet Flight Data

Brown & Bridges (NASA TM 2003-212732)
Pratt & Whitney PW4098 Engine Test

Active-Passive Liner

Scarf Inlet

Fan Blade # Change and Low Number/Cutout FEGV

Treated Primary Nozzle

Advanced PW Fan Case Treatment

Pratt & Whitney
A United Technologies Company

NASA

NORTHROP GRUMMAN

BOEING
Honeywell Flight Demonstration of Noise Reduction Concepts

Variable Nozzle
Chevron Nozzle
Scarf Inlet
"Ultra-high-bypass-ratio engines [to] reduce fuel consumption, engine maintenance, and community noise. It might be possible to reduce community noise by 10 dB, thus making airplane noise a non-issue at airports."
Dual-Fan Engine Concept On Blended Wing Body