Collaborative Research on the Ultra High Bypass Ratio Engine Cycle to Reduce Noise, Emissions, and Fuel Consumption

Presentation Abstract

A pictorial history of NASA development of advanced engine technologies for reducing environmental emissions and increasing performance from the 1970s to present is presented. The goals of the Subsonic Fixed Wing Program portion of the NASA Fundamental Aeronautics Program are addressed, along with the areas of investigation currently being pursued by the Ultra High Bypass Partnership Element of the Subsonic Fixed Wing Program to meet the goals. Ultra High Bypass cycle research collaboration successes with Pratt & Whitney are presented.
Collaborative Research on the Ultra High Bypass Ratio Engine Cycle to Reduce Noise, Emissions, and Fuel Consumption

Chris Hughes
Manager, Ultra High Bypass Engine Technology Maturation and Integration Validation Partnership Element, Subsonic Fixed Wing Project
Objective

• Develop noise reduction, emission reduction and performance improvement technologies for the Ultra High Bypass engine cycle, then demonstrate and validate their potential in full scale applications

NASA has a strong history of aircraft propulsion improvement technology development with Industry Partners
1970s

- Single Rotation Propfans (Hamilton Standard/UTRC)
  - Significant fuel burn improvement over then current turbofans
1980s

- Counter Rotation Propfans (GE)
  - Reduced installation effects, improved efficiency
Strong History of Technology Development

1990s

- Ultra High Bypass Engine Cycle (P&W)
  - Reduced noise and fuel burn with conventional appearance

17” Advanced Ducted Propulsor in NASA Glenn 8’x6’ Wind Tunnel

22” Advanced Ducted Propulsor in NASA Glenn 9’x15’ Wind Tunnel
Strong History of Technology Development

1990s

- Advanced noise reduction technologies for turbofans
  - Fan blade tip flow management (P&W)
  - Active/passive liners (Northup Grumman)
  - Active noise control (NASA)
Strong History of Technology Development

1990s

• Advanced noise reduction technologies for turbofans
  - Increased rotor-stator spacing (Allison)
  - Reduced fan tip speed (P&W)
  - Swept and/or Leaned stator vanes (Allison, Honeywell)
1990s

- Advanced combustors for turbofans

**Strong History of Technology Development**

**TALON (Technology for Advanced Low NOx)**

- Original Standard
- Conventional
- TALON I
- PW4090
- PW4098
- PW4158
- PW4168
- TALON II
- PW6000
- TALON X
- (Technology for Advanced Low NOx)
- Technology
- Engine Demo 2003
- Rig Demo
- (Characteristic Level Estimates)
- Rich Primary Zone
- Optimized Quench
- Lean Combustion Zone

**Rich Burn Quick Quench Lean Burn Combustor Concept**

**Annular Combustor Test Rig**

- Potential?

**% ICAO CAEP/2 NOx Standard**

- 1988
- 1992
- 1996
- 2000
- 2004
- 2008
- 2012
2000s

- Advanced noise reduction technologies for turbofans
  - Chevrons (GE, P&W, Boeing)

Advanced Chevron Test in NASA Glenn AeroAcoustic Propulsion Lab (AAPL)

First commercial delivery on Boeing 777

Boeing Quiet Technology Demonstrator 2 Test Bed

Boeing 787 Test Flight
Strong History of Technology Development

2000s

- Advanced noise reduction technologies for turbofans
  - Highly forward swept fan blade (Honeywell)
  - Variable Area Fan Nozzle (NASA)
Strong History of Technology Development

2000s

- Advanced noise reduction technologies for turbofans
  - Fan trailing edge blowing (NASA)
Today’s Challenges

- Refining and improving on previous noise reduction and performance improvement technologies and demonstrating their combined effectiveness is necessary to meet the aggressive SFW goals for “N + 1” aircraft
  - Noise: -42 dB cum below Stage 3
  - Emissions: -70% LTO NOx below CAEP/2
  - Performance: -33% Fuel Burn below B737/CFM56

- However, goals trading may be possible in certain applications

![Graph showing noise, emissions, and performance improvements for N + 1 optimized and current SOA (N).]
SFW Project Organization

Program Director

Principal Investigator

Project Scientist

Project Manager

APIs for
- Combustion
- Acoustics
- Aerothermodynamics
- Systems Analysis, Design and Optimization

System-Level Partnerships and Plans
- MDAO
- Blended Wing Body
- Extreme STOL
- Long Endurance
- Quiet Aircraft Technology
- UHB Engine Technology
- Adaptive Structures
- Component and Discipline Partnerships and Plans
- NRAs and Foundational Research Plans

Aerodynamics
- Materials and Structures
- Aeroelasticity
- Controls & Dynamics
- Experimental Capabilities

Balanced, Integrated Plans & Associated Resources & Schedule

TIM, APMs, Partnership Leads, NRA Manager, Program Analysts, Scheduler
Current Areas of Investigation Under SFW UHB

➢ Performance

• Nacelle/Airframe Integration Aerodynamics
• Counter Rotation Fans (Bypass Ratio >30)
  – NASA Glenn drive rig being refurbished now

Approach/Takeoff Testing in NASA Glenn 9’x15’ Wind Tunnel

Propulsion/Airframe Integration Aerodynamics Test in NASA Ames 11’ Wind Tunnel

NASA Open Rotor Propulsion Rig, Aft Pusher Configuration

Climb/Cruise Testing in NASA Glenn 8’x6’ Wind Tunnel
Current Areas of Investigation Under SFW UHB

Noise Reduction

- Acoustically Treated Fan Casing (“Over-The-Rotor”)
  - Foam metal behind porous rub strip
- Acoustically Treated Stator Vanes (“Soft Vanes”)

Over-The-Rotor Fan Casing Treatment Test in NASA Glenn Active Noise Control Facility (ANCF)

Over-The-Rotor and Soft Vanes designs in 22” Advanced Ducted Propulsor model
Current Areas of Investigation Under SFW UHB

- **Emissions**
  - Alternative Fuels
  - Advanced Emissions Measurement Instrumentation Technology

Probes Mounted on Learjet Exhaust Flange

UnCooled Particle Probe

Water Cooled Gas Probe

Water Cooled Particle Probe

Gas & Particulate Probe Design Testing

Advanced Particulate Probe Design

Probe Sample Line Evaluation
While the challenges are big, establishing partnerships with Industry/OGA/Universities to exploit collaborative research opportunities will insure that the noise, emissions and performance goals of the SFW Project are successfully achieved.
An Overview of Recent Collaboration Research with NASA in Ultra High Bypass Engine Technology

Original Presentation at the Fundamental Aeronautics 2007 Annual Meeting by

Jeff Schweitzer
Manager, Pratt & Whitney Advanced Commercial Engine Programs
Ultra High Bypass Enables a Step-Change in Propulsion

Evolution in By-Pass Ratio

- Lower fuel consumption
- Lower noise
- Lower greenhouse gases

- TURBOJET
- TURBOFAN
  - Low by-pass
  - High by-pass

- Ultra high by-pass
Pratt & Whitney Developing the GTF™

Geared Turbofan (GTF) Engine is Optimized Implementation of UHB
Fundamental Propulsion System Characteristic

GTF allows Paradigm Shift to Reduce Fuel Burn AND Noise

Problem: Increasing weight of Low-RPM LPT contributes to increasing fuel burn

State-of-The-Art

Advanced Components

Fuel Burn Reduction

Fuel Burn

Noise

EPNdB Noise Reduction

Paradigm Shift

Low Bypass Ratio (Higher FPR)

INCREASING FAN DIAMETER

High Bypass Ratio (Lower FPR)
NASA-P&W History of Technology Development

Some Technology Highlights from NASA-P&W Programs

- **System Optimization** – NASA EVNERT
- **Fan Drive Gear System** – NASA UEET
- **Talon II RQL** – NASA AST
- **Talon X RQL** – NASA UEET
- **Low PR Fan Optimization** – NASA AST and QAT
Subscale Rig Demonstrated UHB Fan Performance

Collaborative Test in NASA 9’ x 15’ Acoustic Wind Tunnel

22” Subscale Rig Demonstrated:

- Noise reduction benefits of an advanced (UHB) cycle fan
- Fan efficiency that exceeded predictions
  - Overall performance advantage of a low PR, low tip speed fan
  - High efficiency fan design translates into decreased noise

Rig test data used to define fan aerodynamics for GTF Engine Demo Test

Pratt & Whitney Geared Turbofan Model in Glenn 9’x15’ Wind Tunnel
**Geared Turbofan™ Demonstrator Runs in 2007**

*Ground Test 2007-2008, Flight Test in 2008*

On Track For 2007 Demonstration Testing

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*Ground Test*  

*Flight Test*
Intersection of NASA-P&W Goals

_UHB Partnership Objectives from GTF Engine Demo Test_

- Evaluate alternative fuels
  - Fischer-Tropsch fuel (50/50 blend)
  - Confirm reduced emissions (particulates)
  - Confirm specific fuel consumption
- Use data to confirm scalability to subscale model fan results. Validate:
  - NASA codes and systems
  - Reduced noise, higher efficiency

**Collaborative Alternative Fuels test successfully completed**

**February 2008 at P&W Florida facility**
UHB Propulsion Integration Study

Wing Interaction Study for UHB Engine Installation

- Large diameter UHB nacelle
- Realistic HB engine simulation
- Drag minimization
- Low PR fan/nozzle installation aerodynamics
- NASA Multi-Disciplinary Analysis and Optimization verification

Collaborative model test planned for May 2008 at NASA Ames 11’ Wind Tunnel
P&W Transitioning Technologies Today

*Products with a Step Change in Environmental Performance*
Summary

**GTF Activities at P&W Align with many NASA UHB Goals**

- NASA-P&W: Tradition of technology successes
- EVNERT and 22” GTF Fan Rig Test demonstrated UHB concepts
- UHB Partnership collaboration opportunities for 2008 and beyond identified
- Anticipate continued collaboration with NASA on research challenges in aeronautics
SFW UHB Partnership Element

Questions