CORE-NOISE

Summary
This presentation is a technical progress report and near-term outlook for NASA-internal and NASA-sponsored external work on core (combustor and turbine) noise funded by the Fundamental Aeronautics Program Subsonic Fixed Wing (SFW) Project. Sections of the presentation cover: the SFW system level noise metrics for the 2015, 2020, and 2025 timeframes; the emerging importance of core noise and its relevance to the SFW Reduced-Noise-Aircraft Technical Challenge; the current research activities in the core-noise area, with some additional details given about the development of a high-fidelity combustion-noise prediction capability; the need for a core-noise diagnostic capability to generate benchmark data for validation of both high-fidelity work and improved models, as well as testing of future noise-reduction technologies; relevant existing core-noise tests using real engines and auxiliary power units; and examples of possible scenarios for a future diagnostic facility.

The NASA Fundamental Aeronautics Program has the principal objective of overcoming today's national challenges in air transportation. The SFW Reduced-Noise-Aircraft Technical Challenge aims to enable concepts and technologies to dramatically reduce the perceived aircraft noise outside of airport boundaries. This reduction of aircraft noise is critical for enabling the anticipated large increase in future air traffic. Noise generated in the jet engine core, by sources such as the compressor, combustor, and turbine, can be a significant contribution to the overall noise signature at low-power conditions, typical of approach flight. At high engine power during takeoff, jet and fan noise have traditionally dominated over core noise. However, current design trends and expected technological advances in engine-cycle design as well as noise-reduction methods are likely to reduce non-core noise even at engine-power points higher than approach. In addition, future low-emission combustor designs could increase the combustion-noise component. The trend towards high-power-density cores also means that the noise generated in the low-pressure turbine will likely increase. Consequently, the combined result from these emerging changes will be to elevate the overall importance of turbomachinery core noise, which will need to be addressed in order to meet future noise goals.
Core-Noise

NASA Fundamental Aeronautics Subsonic Fixed Wing Program

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Acoustics Technical Working Group, October 21-22, 2010
The NASA Fundamental Aeronautics Program has the principal objective of overcoming today’s national challenges in air transportation.

Reduction of aircraft noise is critical for enabling the anticipated large increase in future air traffic.

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### CORNERS OF THE TRADE SPACE

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<thead>
<tr>
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<tbody>
<tr>
<td>Noise (cum below Stage 4)</td>
<td>-32 dB</td>
<td>-42 dB</td>
<td>-71 dB</td>
</tr>
<tr>
<td>LTO NOx Emissions (below CAEP 6)</td>
<td>-60%</td>
<td>-75%</td>
<td>better than -75%</td>
</tr>
<tr>
<td>Performance: Aircraft Fuel Burn</td>
<td>-33%</td>
<td>-50%**</td>
<td>better than -70%</td>
</tr>
<tr>
<td>Performance: Field Length</td>
<td>-33%</td>
<td>-50%</td>
<td>exploit metro-plex* concepts</td>
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**Notes:**
- **TRL 6 by 2015** for “long-pole” technologies.
- **Recently Updated.** Additional gains may be possible through operational improvements.
- **Concepts** that enable optimal use of runways at multiple airports within the metropolitan area.

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**Relative ground contour areas for notional Stage 4, current, and near-, mid-, and far-term goals**
The N+1 predictions by Berton & Envia show that core noise is significant for takeoff and cutback conditions.

At approach:
- Fan-noise EPNL dominating due to tone penalties and duration correction
- Total-airframe then core-noise OASPL peaks are the largest

Reduction N+1 airplane certification levels

From: Jeffrey J Berton & Edmane Envia
"An Analytical Assessment of NASA’s N+1 Subsonic Fixed Wing Project Noise Goal"
AIAA 2009-3144
Emerging Importance of Core Noise

- Core (combustor & turbine) noise traditionally has been a concern only at the approach condition for high-bypass-ratio turbofan engines.

- Increased bypass ratios and expected advances in noise reduction technologies:
  - Non-core noise components will be further reduced at all power levels.

- Turbine (LPT) design changes driven by performance, cost, weight and maintainability:
  - Reduction in blade counts and stage spacing → increased source strength and complexity.
  - Increased operating temperatures → acoustic treatment more difficult.

- Combustor noise more important because:
  - Low-emission designs could increase noise levels.
  - Turbine design trends could lower transmission losses.
  - Airframe shielding may not be effective at low frequencies.

Emerging ultra-high-bypass-ratio engines with advanced high-power-density core components will make core noise a more significant component of the total engine noise signature at all power settings, which will need to be addressed to meet NASA noise goals.
NASA FAP SFW Core-Noise Activities

NASA Internal and NASA-Sponsored External Research Efforts Aimed at the Development of Aircraft Noise-Prediction Capability and Tools

Stanford NRA: High-Fidelity LES Combustion Noise Prediction Capability 4th year of 5

NRA-sub: Entropy-Cascade Interaction

In-House: High-Fidelity URANS (TURBO) Turbine Tone Noise Generation

In-House: Multi-Disc Actuator-Theory Modeling of Direct and Indirect Combustion-Noise Generation & Turbine Transmission

NASA/Honeywell EVNERT Data

In-House: Source-Separation Techniques Applied to Real Engine Data to Aid Modeling Efforts

High-Fidelity for Physics --- Modeling for Practical/Engineering Prediction
Prel. Simulation of Combustor-Rig Exp.

Reactive-Flow Model (CCLES)
- Advance Favre-filtered conservative variables $\{\rho, \rho u, \rho z, \rho c, \rho e\}^T$ using LES scheme
- Chemistry tables provides mass fractions $Y_k(z,c)$
- Determine temperature from implicit relation
  $$e = \sum Y_k h_k(T) - RT \sum Y_k/W_k + |u|^2/2$$
- Determine pressure from $p = \rho RT \sum Y_k/W_k$

Axial Velocity, Temperature, and Mixing Fraction
- Combustor-rig experiment at DLR, Germany
- Preliminary LES simulation at Stanford
- Over prediction at high freq. might be due to insufficient resolution in chemistry tabulation
- Results are comparable to existing self-excited URANS simulations by Bake et al
- Higher-accuracy results not yet available

SPL at first station in exhaust duct
Need for Core-Noise Diagnostic Capability

Background

- Existing prediction capability for core (combustor & turbine) noise is based on empiricism
- Core noise will have to be addressed to meet NASA noise goals

Current SFW Core-Noise Activities

- High-fidelity work to better understand the physics
- Development of reduced-order models for improved prediction
- Source-separation techniques in order to validate new models
- Lack of benchmark data for validation of both high-fidelity work and improved models

Existing Data with Very Good Engine-Internal Pressure Instrumentation

- Honeywell RE220 Auxiliary Power Unit (APU) --- Honeywell under NASA RASER Program
- Honeywell TECH977 Research Turbofan Engine --- Honeywell/NASA EVNERT Program

Core-Noise Diagnostic & Mitigation Capability Needed in Future

- NASA-internal discussions are ongoing but no decision or funding as of yet (still early days)
- Several possible scenarios for an in-house capability under consideration

<table>
<thead>
<tr>
<th>Williams International F112</th>
<th>General Electric TF34</th>
<th>Auxiliary Power Unit</th>
<th>Other Turbofan Engine?</th>
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</table>

- Preferable to be able to test in the AeroAcoustic Propulsion Laboratory (AAPL), aka the “Dome”
- Opportunity for high pressure and temperature instrumentation and measurement development
Honeywell (NASA) APU & EVNERT Tests

Honeywell RE220 APU


An array of internal and external sensors was used: circumferential pressure measurements in combustor, axial pressure measurements in tailpipe, and a 25 ft far-field microphone array

Data from RE220 APU also used to extend ANOPP:


Honeywell TECH977 Turbofan


16 equally-spaced circumferential probes inside combustor


7,000 lbf thrust class

High-temperature sensors with air cooling at turbine exit

High-temperature sensor with air cooling in combustor igniter port

Sensors in aft fan bypass access panels
General Reference - FJ44-3A Test in AAPL

- Williams International FJ44 tested in “Dome”
- Noise diagnostics and fan-noise abatement
- Effects of over-the-rotor foam-metal liners

**FJ44-3A**

- 3,000 lbf thrust class --- dual spool
- 1 fan, 3-stage axial compressor and 2-stage LPT on low spool; 1-stage centrifugal compressor and a 1-stage HPT on high spool
- BPR: 4.1:1
- Weight: 582 lb

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Lauer et al, “FJ44 Turbofan Engine Test at NASA Glenn Research Center’s Aero-Acoustic Propulsion Laboratory,” AIAA 2009-0620


Williams International F112-WR-100

**General**
- Small, lightweight and dependable
- Used to power advanced cruise missiles
- Essentially a small version of turbofan engines used in military aircraft

**Pros**
- Government owns a large number
- Small enough to be tested in the “Dome”
- Interest by other GRC organizations to perform research in control & diagnostics, distributed engine control, optical instrumentation, active flow control, etc.
- VAATE (DOD, NASA & DOE) initiative use

**Cons**
- BPR and Combustor & LPT design not representative for N+1/N+2/N+3
- Small size (12”) may make instrumentation and concept implementation a challenge

Two-spool, counter rotating turbofan
- Maximum thrust: < 1,000 lbf
- Weight: 161 lbs
- Bypass ratio of 1:1
- 2-stage fan coupled to 2-stage IP compressor
- Centrifugal 1-stage HP compressor
- Folded annular combustor, with rotary fuel injection
- 1-stage HPT and 2-stage LPT
- JP-10 Boron-Slurry heavy fuel
General Electric TF34

General

- Military turbofan engine
- S-3 Viking & A-10 Thunderbolt
- Highly reliable and maintainable

Pros

- GRC already has 10+ engines, spare parts, a good relationship with engine depot, and the S-3 Viking flying test bed
- Engine is big enough to be relevant, but small enough to `handle'
- GRC has access to full maintenance manual
- Could do tarmac acoustics measurements to look at installation effects

Cons

- 1970’s engine design – not low-emissions and high-power density core
- Facility requirements more stringent due to size --- testing in the “Dome” maybe difficult

High by-pass, two-spool, counter rotating turbofan
Thrust: 9,000 lbf class
Bypass ratio of 6.4:1
1-stage fan and 14-stage axial HP compressor
Annular combustor
2-stage HPT and 4-stage LPT
FPR = 1.5 and OPR = 20
APU or Other Turbofan Engine - Discussion

APU

- A modern APU could likely be handled in the AAPL
- But would it be useful?
- Questions:
  - Are the core-noise issues and concerns similar enough
  - Are the combustor and turbine designs too different from emerging turbofan cores

Other Turbofan Engine Candidates

- The example engines picked here where chosen because of low hardware costs and there is already in-house familiarity with the engine (GE TF34) or there are other potential in-house activities that could share in engine operation and maintenance costs (Williams F112)
- Questions:
  - Are these engines modern enough to be relevant?
  - Are they “good enough” for the development of instrumentation, techniques and know how?
    - use other engines through cooperative agreements for future research/breakthroughs?
  - Are there any other more modern small engines that should be considered?
    - what thrust class?

Your comments, insights and recommendations are welcome