CORE-NOISE RESEARCH

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Summary

This presentation is a technical summary of and outlook for NASA-internal and NASA-sponsored external research on core 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 (N+1), 2020 (N+2), and 2025 (N+3) timeframes; SFW strategic thrusts and technical challenges; SFW advanced subsystems that are broadly applicable to N+3 vehicle concepts, with an indication where further noise research is needed; the components of core noise (compressor, combustor and turbine noise) and a rationale for NASA’s current emphasis on the combustor-noise component; the increase in the relative importance of core noise due to turbofan design trends; the need to understand and mitigate core-noise sources for high-efficiency small gas generators; and the current research activities in the core-noise area, with additional details given about forthcoming updates to NASA’s Aircraft Noise Prediction Program (ANOPP) core-noise prediction capabilities, two NRA efforts (Honeywell International, Phoenix, AZ and University of Illinois at Urbana-Champaign, respectively) to improve the understanding of core-noise sources and noise propagation through the engine core, and an effort to develop oxide/oxide ceramic-matrix-composite (CMC) liners for broadband noise attenuation suitable for turbofan-core application. Core noise must be addressed to ensure that the N+3 noise goals are met. Focused, but long-term, core-noise research is carried out to enable the advanced high-efficiency small gas-generator subsystem, common to several N+3 conceptual designs, needed to meet NASA’s technical challenges. Intermediate updates to prediction tools are implemented as the understanding of the source structure and engine-internal propagation effects is improved.

The NASA Fundamental Aeronautics Program has the principal objective of overcoming today’s national challenges in air transportation. The SFW Quiet-Aircraft Subproject aims to develop concepts and technologies to reduce perceived community noise attributable to aircraft with minimal impact on weight and performance. This reduction of aircraft noise is critical to enabling the anticipated large increase in future air traffic.
Core-Noise Research

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www.nasa.gov
NASA FAP SFW Quiet-Aircraft Core-Noise Research

Outline

- Introduction
  - NASA subsonic transport system level metrics
  - NASA Subsonic Fixed Wing Project goals & challenges
  - Increasing importance of core noise due to turbofan design trends
  - Current noise-prediction tools based on 1970-80s technology

- N+3 Core-Noise-Reduction Work
  - Focus and technical content of program
  - In-house: examples of intermediate updates to prediction capability
  - NRA: 2 core-noise efforts (GRC monitored)
  - GRC/LaRC: high-temperature light-weight liners for broadband core-noise reduction

- Summary

Explore/develop tools, technologies, and concepts for improved energy efficiency and environmental compatibility for sustained growth of commercial aviation.
**NASA Subsonic Transport System Level Metrics**

...technology for dramatically improving noise, emissions, & performance

<table>
<thead>
<tr>
<th>TECHNOLOGY BENEFITS*</th>
<th>TECHNOLOGY GENERATIONS (Technology Readiness Level = 4-6)</th>
<th>NASA SFW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise (cum margin rel. to Stage 4)</td>
<td>-32 dB</td>
<td>-42 dB</td>
</tr>
<tr>
<td>LTO NOx Emissions (rel. to CAEP 6)</td>
<td>-60%</td>
<td>-75%</td>
</tr>
<tr>
<td>Cruise NOx Emissions (rel. to 2005 best in class)</td>
<td>-55%</td>
<td>-70%</td>
</tr>
<tr>
<td>Aircraft Fuel/Energy Consumption‡ (rel. to 2005 best in class)</td>
<td>-33%</td>
<td>-50%</td>
</tr>
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* Projected benefits once technologies are matured and implemented by industry. Benefits vary by vehicle size and mission. N+1 and N+3 values are referenced to a 737-800 with CFM56-7B engines, N+2 values are referenced to a 777-200 with GE90 engines

** ERA's time-phased approach includes advancing "long-pole" technologies to TRL 6 by 2015

‡ CO₂ emission benefits dependent on life-cycle CO₂e per MJ for fuel and/or energy source used

**Reduction of aircraft noise is critical due to anticipated large increase in air traffic**
SFW Strategic Thrusts & Technical Challenges

Energy Efficiency Thrust (with emphasis on N+3)
Develop economically practical approaches to improve aircraft efficiency

Environmental Compatibility Thrust (with emphasis on N+3)
Develop economically practical approaches to minimize environmental impact

Cross-Cutting Challenge (pervasive across generations)

TC1 - Reduce aircraft drag with minimal impact on weight (aerodynamic efficiency)

TC2 - Reduce aircraft operating empty weight with minimal impact on drag (structural efficiency)

TC3 - Reduce thrust-specific energy consumption while minimizing cross-disciplinary impacts (propulsion efficiency)

TC4 - Reduce harmful emissions attributable to aircraft energy consumption

TC5 - Reduce perceived community noise attributable to aircraft with minimal impact on weight and performance

TC6 - Revolutionary tools and methods enabling practical design, analysis, optimization, & validation of technology solutions for vehicle system energy efficiency & environmental compatibility

Energy & Environment

TSEC

Clean

Reduce TSEC

Reduce Drag

Reduce Noise

Reduce Emissions

Economically Viable

Maintain Safety

Revolutionary Tools and Methods

Quiet-Aircraft Subproject
SFW N+3 Subsystem Concepts
.... broadly applicable to N+3 vehicle concepts

N+3 Vehicle Concepts

1. Tailored Fuselage
2. High AR Elastic Wing

3. Quiet, Simplified High-Lift
4. High Efficiency Small Gas Generator

5. Hybrid Electric Propulsion
6. Propulsion Airframe Integration

7. Alternative Fuels
8. Tool Box (MDAO, Systems Modeling, Physics-Based)

Near Term/Cross-cutting

Core Noise

Intermediate Impact
Core Noise

.... what are its components?

- Engine-Internal Propulsion Noise Other Than Fan and Jet
  - compressor noise – tonal in blade-passing frequency range (kHz)
  - combustor noise – low frequency (< 1 kHz) broadband
  - turbine noise – tonal in blade-passing frequency range (kHz)

- Combustor and Turbine Noise Most Important

- NASA SFW Emphasis on Combustor Noise
  - limited resources
  - judged to be most potential show stopper for noise reduction effort

**Must fully understand noise-source structure in combustor and the effects of propagation path through engine**
Predicted N & N+1 Airplane Certification Levels

... core noise becoming an important component of the total

**B737-800/CFM56-7B**
Burley et al. NASA/TP-2011-215653

26,300 lbf
BPR = 5.1
FPR = 1.65
OPR = 32.8

**Notional N+1 Aircraft**
Berton et al. AIAA 2009-3144

23,000 lbf
BPR = 16
FPR = 1.3
OPR = 32

Relative importance of core noise is increased from N to N+1 generation
High-Efficiency Small Gas Generator

**Objective**

<table>
<thead>
<tr>
<th>Drag</th>
<th>Weight</th>
<th>TSEC</th>
<th>Clean</th>
<th>Noise</th>
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</table>

Explore and develop technologies to enable advanced, small, gas-turbine generators with high thermal efficiency

**Approach/Challenges**

**Hot Section Materials**
- 1500°F HPC, 2700/3000°F HPT blade/vane

**Tip/Endwall Aerodynamics**
- Minimizing losses due to short blades/vanes

**Fuel-Flexible Combustion**
- Fuel/Air Mixing/Stability Controls

**Decentralized Control**
- FADEC to networked to wireless

**Core Noise**
- Understand and mitigate source noise (e.g., liners)

**Benefit/Pay-off**
- BPR 20+ growth by minimizing core size
- Low emission, fuel-flexible combustors with NOx reduction of 80% below CAEP6

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Fundamental Aeronautics Program
Subsonic Fixed Wing Project
Focus: Improve understanding of the core noise generation process and implement noise-reduction technology to minimize the source and propagation

Technical Content:

**Understanding Core-Noise Sources:**

- **NRA:** “Acoustic Database for Core-Noise Sources,” Honeywell Aerospace
  - full-scale turbofan engine (TECH977)

- **NRA:** “Measurement and Modeling of Entropic Noise Sources in a Single Stage Low-Pressure Turbine,” University of Illinois Urbana-Champaign/University of Notre Dame
  - rig experiment and simulation

**In-House:** Analysis of Existing Data
- enhanced understanding and incremental improvement of tools

**In-House:** Physics-Based Prediction Using URANS/LES (future activity)

**Core-Noise Reduction:**

- **In-House:** high-temp. low-weight CMC liners for broadband noise reduction

Focused N+3 work with intermediate impact as understanding is improved
Updated Turbine-Attenuation Factor

...NASA/Honeywell EVNERT TECH977 engine-internal unsteady data

- EVNERT Program Full-Scale Turbofan Time-Series Data
  - true combustor-noise turbine-transfer function for TECH977 engine determined by using three engine-internal pressure sensors
  - updated turbine attenuation factor

\[
F_{TA} = \frac{0.8\zeta}{(1 + \zeta)^2}
\]

- simplified Pratt & Whitney formula

\[
\zeta = \frac{\rho_t c_t}{\rho_i c_i}
\]

- impedance ratio across turbine

- Hultgren AIAA 2011-2912
- option in next release of ANOPP

Source-separation techniques applied to real-engine data to aid modeling
Far-Field Comparison With ANOPP Predictions

…. total and combustor-component 1/3-octave SPL (EVNERT TECH977)

- AIAA 2011-2912 & AIAA 2009-3220
  - predictions post-corrected to use simplified P&W formula
  - modified predictions (dashed lines) are clear improvement

- New ANOPP/GECOR Module Attenuation-Formula Option

GE-option: \( F_{TA} = \left( \frac{\Delta T_{des}}{T_\infty} \right)^{-4} \)

PW-option: \( F_{TA} = \frac{0.8 \zeta}{(1 + \zeta)^2} \)

Substitution of simplified P&W formula improves ANOPP predictions
Stone et al. Empirical Combustor-Noise Model

... empirical three-spectral-component model with roots in the QAT program

- NASA CR-2011-217026
  - model developed using CF6, CF34, CFM56 & GE90 static-engine data
  - multiple (3) spectral components assumed
  - frequency scaling based on combustor and core-nozzle dimensions
  - GRC/RTM MDAO branch

- GRC/RTA Acoustics branch preliminary assessment
  - potential improvement in prediction capability for GE (only) turbofans

- LaRC – future separate ANOPP module for combustor noise

Incremental improvements to ANOPP as understanding increases
28-Month Effort (10/19/2011)

**Phase I**
- significantly advance state-of-the-art for unsteady temperature measurements at real-engine conditions, high T & P
- unsteady temperature is very difficult to measure
  - sufficient frequency range

**Phase II**
- obtain unsteady temperature and pressure measurements in a TECH977 engine core
- hostile engine environment
- builds on EVNERT program

**Impact**
- better understanding of core-noise sources
- direct versus indirect noise
- intermediate updates to ANOPP core module
- theory and model validation

*Understanding core-noise sources and propagation through engine core*
TECH977 Instrumentation Layout
...combustor-noise instrumentation

Honeywell

Portion of EVNERT circumferential array:
- 4 unsteady press. @ 0, 90, 180, 270°

LP Turbine Entrance @ 0° & 100°:
- 2 unsteady temp. axially spaced & offset by probe width
- 2 unsteady press. close to temp.

Combustor Exit @ 0° & 100°:
- 2 unsteady temp. axially spaced & offset by probe width
- 2 unsteady press. close to temp.

LP Turbine Exit @ 0° & 100°:
- 1 unsteady temp.
- 1 unsteady press.

2 external microphones in test cell

Combustor cross section
(looking aft)
Dynamic Gas Temperature and Pressure Sensors

... cooling and survivability are key issues

- NASA-Developed Dual-Wire Thermocouple Probe
  - each probe on traverse or in-out actuator for start-up survivability
  - each probe acquires 3 signals
    - AC from thin-wire thermocouple
    - AC from thick-wire thermocouple
    - DC from thick-wire thermocouple
  - frequency-compensation to obtain temperature time-series data

- Proven Semi-Infinite-Tube Unsteady Pressure Probe
  - \( N_2 \) purge flow
  - time-delay correction

- Risk Reduction: Burner Rig

Goal:
- Measure Gas Temperature Fluctuations in Turbine Engines
  - \( T_{peak} = 3000^\circ F \)
  - \( T_{dynamic} \pm 900^\circ F \)
  - Frequency to 1000 Hz
  - Pressure to 20 atm
  - Spatial Resolution < 0.2 in.
  - Sensor Life – 5 hr minimum
Three-Year Effort (6/15/2011)

- turbine-rig test with controlled temperature perturbations
- steady and unsteady temperature and pressure through a realistic advanced-design turbine stage
- advancing testing state-of-art
- high-fidelity computations (LES) on the same geometry (synergy)

Key Research Points

- experimental data will help identify direct versus indirect mechanisms
- comparison with computations will validate LES approach for core-noise analysis and design
- experimental and computational data will aid in development and validation of improved reduced-order models

Understanding core-noise sources – focused N+3 and intermediate impact
Ceramic-Matrix-Composite (CMC) Liners for Core:

- High-temperature light-weight liners for broadband attenuation

- NASA GRC and NASA LaRC are teaming to develop an acoustic liner containing channels of different lengths to provide broadband noise reduction over a typical range of 400 Hz to 3 kHz

- The channels (0.375” to 0.5” wide CMC honeycomb cells) will need to range in effective length from about 1.5” to 12”

- Fundamental research on effectiveness of core liners (TRL 2-3)

- TRL 4 demonstration
Acoustic Performance Characterization

... test article for the NASA LaRC Normal Incidence Tube (NIT)

Plexiglas holder

oxide/oxide CMC facesheet

3” depth NIT test article

2 x 2” perforated oxide/oxide CMC facesheet

oxide/oxide CMC honeycomb core

CMC: ceramic matrix composite
Fabricated by COI Ceramics, Inc. according to NASA specifications

NASA Team:
Doug Kiser/GRC
Mike Jones/LaRC
J. E. Grady/GRC
L. S. Hultgren/GRC
C. J. Miller/GRC
Test articles for Fundamental Aeronautics Program

Subsonic Fixed Wing Project

Acoustic Performance Characterization

.... test articles for NASA LaRC liner facilities

Test article for Grazing Flow Impedance Tube (GFIT)
- 16” length
- 0.5 to 3” depth
- both CMC facesheets are perforated – one will be covered when the other is subjected to grazing flow

Test articles for Normal Incidence Tube (NIT) – 0.5, 1, 3, and 6” depth

CMC: ceramic matrix composite. Fabricated by COI Ceramics, Inc. to NASA specifications
Core Noise Must Be Addressed to Ensure N+3 Goals

Focused Research Is Carried Out to Enable Advanced Subsystems That Meet NASA’s N+3 Technical Challenges

Noise-Prediction Tools Are Updated As Understanding Improves

TC5 – Reduce perceived community noise attributable to aircraft with minimal impact on weight and performance