

2008   2012

Consortium



Industries

SNECMA (Coordinator) - *France*
Turbomeca - *France*
Rolls Royce Deutschland Ltd & Co KG - *Deutschland*
Rolls Royce plc - *UK*
AVIO S.p.A - *Italy*
MTU Aero Engines - *Deutschland*

Research Centers

INSA de Rouen - UMR 6614 CORIA - *France*
Office National d'Etudes et de Recherches Aerospatiales - *France*
Deutsches Zentrum für Luft und Raumfahrt e.V. - *Deutschland*
Loughborough University - *UK*
Universita degli Studi di Firenze - *Italy*
University of Cambridge - *UK*
Karlsruhe Institute of Technology (KIT) - *Deutschland*
University of Sheffield - *UK*
Brandenburgische Technische Universität Cottbus - *Deutschland*
CERFACS - *France*
University of Genova - *Italy*

SME

Arttic - *France*

**Public Workshop
forecasted
2012 in Warsaw**

TECC-AE

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H.Aroux / N. Salah - TECC 2010

**TECHNOLOGIES ENHANCEMENT
FOR
CLEAN COMBUSTION
IN
AERO-ENGINES**





TECC-AE project

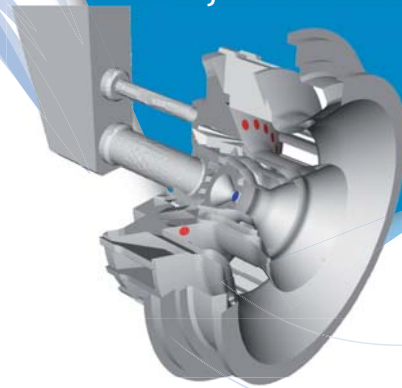
provides design rules and innovative technologies to develop a complete staged lean combustion system with a proven viability to reach 80% reduction of NOx emissions for introduction into service before 2020.

The expected environmental impact corresponds to **ACARE 2020 targets** and **ICAO standards**.

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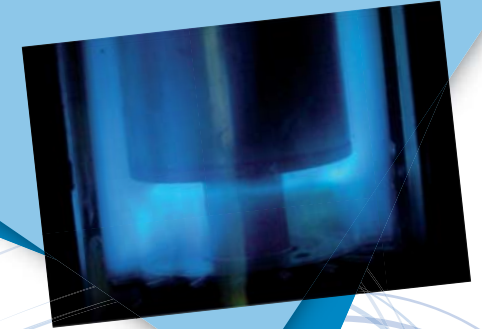
Operability Enhancement for Staged Injection Systems

To develop Ultra Low NOx staged and compact injection systems addressing both NOx reduction objectives and operability issues.



Innovative Technologies

Investigation and development of enabling technologies for highly innovative combustion systems.



Thermal Management

To optimise cooling system for gas turbine combustor liner and fuel injection system thermal management.



Photos I. Ayrançi, Cambridge IPCF

Sensitivity to unsteady features

In lean combustion systems, unsteady features are increased and can cause damages. Reducing them will lead to leaner combustion systems.

