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THE FRENCH AEROSPACE LAB

# The UNREAL (Unveiling nucleation mechanism in aircraft engine exhaust and its link with fuel composition) project: Results from simulation chamber and oxidation reactor experiments

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#### Context

#### Aviation sector emissions

- Sector in expansion before COVID19 ۲
- Big concern about aviation emissions air quality and climate
- Emissions reduction: use of sustainable aviation fuels ۲ (Synthetic kerosene, low  $CO_2$  fuels, hydrogen...)





Number of passengers

(millions)

-35% to -65%

Decline in the number of

passengers in 2020'

5 000

4 500

4 000

3 500

2 0 0 0

500







Covid-19

Financia

crisis

Terrorist

attack

(11/09)

Asian

# **Context : Aircraft engine emissions**







Unveiling Nucleation mechanism in aiRcraft Engine exhAust and its Link with fuel composition



- Project funded by ANR (1/1/2019 to 31/12/2022)
- Main objectives:
  - To determine the mechanism behind vPM formation in the engine exhaust and if there is a link with fuel composition
  - To establish a sampling protocol for vPM measurements that can be used in certification processes
  - To determine the impact of fuel chemical composition on the physico-chemical properties of vPM and nvPм



# Liquid CAST generator (Jing Itd.)





- Able to work with any liquid fuel
- Fuel impact on emissions well captured respect other combustion sources
- Emissions chemical composition close to the one found in real engines
- Low fuel consumption (10 ml per hour of test)
- Jet A-1, AtJ, AtJ / Jet A-1 blend 30:70

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# **CESAM** chamber

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- 4.2 m<sup>3</sup> stainless steel atmospheric simulation chamber.
- Evacuable down to a few 10<sup>-7</sup> atm
- Temperature controlled between +15° C and +60° C
- High power xenon arc lamps which provide realistic sun irradiation
- Long lifetime for submicron particles (up to 4 days)
- Controlled RH
- Equipped with a comprehensive sets of analytical instruments

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# **Potential Aerosol Mass – Oxidation Flow Reactor**



- Small dimensions (13 L) and transportable oxidation reactor
- Continuous flow conditions (dynamic system)
- Controlled RH
- Aging from 1 to 30 days in about 1 min (using OH reactivity)
- Connected to comprehensive sets of analytical instruments with automated switching before and after aging



# **Experimental set-up, Atmospheric chamber**





## **Experimental set-up, PAM flow reactor**





### **Experimental set-up**







## **Experimental set-up**





# **Experimental protocol**

- Limit of soot amount in the chamber to avoid contamination
- Two types of experiments:
  - Injection of gases gases (HEPA filter)
  - Sequential injection gases and then soot
- Injection under dark conditions, lights on after stabilization
- PAM experiment in parallel mainly with soot + gases (only 2 runs with gases only)
- Fuel tested: Jet A-1, AtJ, AtJ / Jet A-1 blend 30:70



# **PRELIMINARY Results, Gas only injection (FCE + SMPS)**





Size (nm)

# **PRELIMINARY Results, Gas only injection (FCE)**





(uu)

Size

# **PRELIMINARY Results, Gas only injection (FCE + SMPS)**



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Size (nm)

# **PRELIMINARY Results, Gas + soot injection (SMPS)**



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Injection of gases only followed by 10 s injection of soot + gases (Jet A-1)

Lights on after stabilization

- Just after lights were switched on, increase in mass but not in number  $\rightarrow$  condensation on soot
- Around 12 min after lights on, particle number increases  $\rightarrow$  vPM formation
- vPM formed are small  $\rightarrow$  no significant ۲ contribution to total mass

# **PRELIMINARY Results, Gas only PAM flow reactor**



# Background particles coming from the line

#### Particles formed after PAM (~1.2 x10<sup>4</sup> 1/cm<sup>3</sup>)



# **Results summary**

• We observed particle formation with all fuels gas only experiments for chamber and PAM

 We observed as well particle formation in some cases with Soot + gases

 AtJ produces almost 3 times more particles than Jet A-1(gas only experiments)



• Suplementary slides



# Second UNREAL campaign, Fuel Matrix

Fuel	Aromatic content (%)	Sulfur content (ppm)
Jet A1 ref	16	4
Jet A1 High aro	23	4
Jet A1 High S	16	3000
Jet A1 High aro & S	23	3000
Jet A1 (A1)	15,5	200
AtJ (B1)	0	0
Jet A1/AtJ blend (E5)	10,8	140

