

Brussels, 23 November 1999

European Aerospace Industry Team to Reduce Aircraft Noise

Building on previous improvements in performance, the “X-noise” cluster of research projects involves 32 organisations in nine European countries and aims at achieving further significant reductions in aircraft noise.

Four main research projects are running under the “X-noise” cluster. They aim to reduce aircraft noise by six decibels over eight years, which will give a reduction of more than 50 per cent in the ground area affected by a given noise level (the noise footprint).

The total cost of these projects is 27 million Euro, of which 60 per cent is funded by the EU and 40 per cent by the European airframe and aero-engine industry.

Today reductions in aircraft noise are a key priority for the aerospace industry. As global air travel is continuously growing increased efforts are necessary to reduce noise around airports. The extent of this technical challenge, and the ambitious noise reduction goals, require co-ordinated efforts by industry, research establishments and universities.

“X-noise” is the second phase of a noise reduction campaign, building on the foundation of the FANPAC project, which investigated noise generated by aero-engine fans. The third, integration phase, worth around 100 million Euro, is planned to start next year.

Within the “X-noise” initiative, there are currently three industry-led projects. RESOUND aims to reduce noise generated internally by the engine, in particular by the fan and low-pressure turbine. RANNTAC is evaluating advanced engine cowling and active noise control techniques, and RAIN aims to reduce airframe self-noise and installation effects. The

fourth project, DUCAT, is a basic research project that will lead to improved suppression of fan and turbine noise through better design methods for the acoustic treatment in the engine inlet and exhaust.

Each of these programmes is aiming to acquire the technology that will enable the 6dB reduction in aircraft noise to be demonstrated by 2005. This is a significant step towards a research objective within the EU Fifth Framework Programme to reduce aircraft external perceived noise by 10dB in ten years, which would correspond to a 75 per cent reduction, or more, in a typical aircraft footprint area.

(346 words)

Nations and Organisations

The organisations participating in the current phase of X-Noise projects include: SNECMA, Aerospatiale-Matra, Dassault, Hispano-Suiza, ONERA, Bertin, Metravib, Turbomeca, NNRS, CTTM, the University of Compiègne and the Ecole Centrale de Lyon (France), Alenia (Italy), NUI Galway (Ireland), Ferroperm and the Technical University (Denmark), BMW Rolls-Royce, MTU, Daimler Chrysler, Daimler Chrysler Aerospace-Dornier and DLR (Germany), NLR (Netherlands), EPFL (Switzerland), Marcus Wallenberg Laboratory (Sweden), and Rolls-Royce, British Aerospace, DERA, Messier Dowty, Cambridge Concepts and the Universities of Southampton, Cambridge and Salford (UK).

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This press release is also available on AECMA's website:
<http://www.aecma.org/whatsnew.htm>

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Note to Editors

AECMA is the European Association of Aerospace Industries. Its 15 members are the national aerospace associations of Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, The Netherlands, Portugal, Spain, Sweden and the United Kingdom as well as the largest European aerospace companies.

The European aerospace industry comprises about 750 companies with a further 80,000 suppliers, many of which are SMEs. The sector employs some 420,000 people directly and about 1.2 million including indirect employees, with an annual turnover of more than ? 62 billion.