

Special Issue

Aero-Engines: A Quest for Lower Fuel Burn and Reduced Emissions

Message from the Guest Editor

This Special Issue will cover two objectives:

- It covers the quest for lower TSFC (or SFC). The new aero-engine cycles and related organization and architecture will be studied in detail, with focus on the different components that must be improved and vastly updated compared with the current aero-engine sub-systems. The Special Issue will go through the innovations needed in the design of the cowls and nacelles, fan blades for UHBPR engines, gearboxes of GTF engines, high-speed boosters, ultra-high pressure ratio's, and high speed LPT design, but also of the high-speed propellers with aft-mounted counter-rotating blade rows as open rotors (or unducted fans) or more classical propfans.
- It covers the technological development required to reduce emissions of aero-engines: lower greenhouse gas emissions, lower NOx, or new fuels as synthetic fuels or hydrogen, but also to reduced noise emissions at take-off and landing and during the climb.

Guest Editor

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You are welcome to contribute a research article or a comprehensive review for consideration and publication in *Aerospace* (ISSN 2226-4310), an on-line, open access journal.

Aerospace adheres to rigorous peer-review as well as editorial processes and publishes high quality manuscripts that address both the fundamentals and applications of aeronautics and astronautics. Our goal is to enable rapid dissemination of high impact works to the scientific community.

Editor-in-Chief

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