

# CONSORTIUM

The JETSCREEN Consortium is in total composed of **15 partners** from 4 countries: Germany, France, The United Kingdom, and Italy. The project is led by **DLR** and it further gathers the following experts:



Deutsches Zentrum für Luft- und Raumfahrt e.V.



ARTTIC International Management Services



AIRBUS OPERATIONS LIMITED United Kingdom

AIRBUS OPERATIONS France



CENTRE EUROPEEN DE RECHERCHE ET DE FORMATION AVANCEE EN CALCUL SCIENTIFIQUE



IFP Energies nouvelles



THE MANCHESTER METROPOLITAN UNIVERSITY



MTU AERO ENGINES AG



OFFICE NATIONAL D'ETUDES ET DE RECHERCHES AEROSPATIALES



POLITECNICO DI MILANO



SAFRAN SA  
SAFRAN AIRCRAFT ENGINES



THE UNIVERSITY OF SHEFFIELD  
USFD United Kingdom



ROLLS ROYCE

[www.jetsscreen-h2020.eu](http://www.jetsscreen-h2020.eu)



[www.twitter.com/JETSCREEN\\_EU](https://www.twitter.com/JETSCREEN_EU)

[www.linkedin.com/in/jetsscreen-project-153631182/](https://www.linkedin.com/in/jetsscreen-project-153631182/)

## Project Coordinator



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# JET Fuel SCREENing and Optimization



The project has received funding from the European Union's H2020 Framework Programme under grant agreement n° 2287072



**JETSCREEN's** objectives are to develop a screening and optimization platform, which integrates distributed design tools and generic experiments to assess the risks and benefits of alternative fuels, and to optimize alternative fuels for a maximum energy per kilogram of fuel and a reduction of pollutants emissions.

The purpose of **JETSCREEN** is to provide fuel producers, air framers and aero-engine and fuel system OEMs with knowledge-based screening tools that will:

- streamline the alternative aviation fuel approval process,
- assess the compatibility of fuel composition/properties with respect to the fuel system and the combustion system,
- quantify the added value of alternative fuels,
- optimize fuel formulation in order to attain the full environmental potential of synthetic and conventional fuels.

## METHODOLOGY

The JETSCREEN research methodology starts with a fuel matrix encompassing so-called extreme fuels. In the tool development phase, the process-specific extreme fuels are explored experimentally then modelled. Quantitative results or qualitative assessments are expected depending on the level of maturity when predicting fuel's impact on physical sub-processes or on the fuel system or the engine system. Finally, in the tool application phase, the tools are integrated into a screening workflow.

**Starting Date:** 1<sup>st</sup> June 2017

**Duration:** 36 Months

**Consortium:** 15 partners, 4 countries

**Program:** MG-1.1-2016 Reducing energy consumption and environmental impact of aviation. H2020

