Combustion research will be critical for the development of future aerospace vehicles. Vehicles for subsonic and supersonic flight regimes will be required to emit extremely low amounts of gaseous and particulate emissions to satisfy increasingly stringent emissions regulations. Hypersonic vehicles require combustion systems capable of sustaining stable and efficient combustion in very high speed flow fields where fuel/air mixing must be accomplished very rapidly and residence times for combustion are extremely limited. Fundamental combustion research coupled with associated physics-based model development of combustion processes will provide the foundation for technology development critical for aerospace vehicles. Combustion for aerospace vehicles typically involves multi-phase, multi-component fuel, turbulent, unsteady, 3D, reacting flows where much of the physics of the processes are not completely understood. CFD codes used for combustion do not currently have the predictive capability that is typically found for non-reacting flows. Practical aerospace combustion concepts typically require very rapid mixing of the fuel and air with a minimum pressure loss to achieve complete combustion in the smallest volume. Reducing emissions may require combustor operation where combustion instability can be an issue and active control may be required. Areas of interest where research is solicited but is not restricted to includes:

- Validation data sets at appropriate conditions that can be used for physics-based model development;
- Detailed and reduced chemical kinetics mechanisms for practical fuels under rich and lean conditions for combustion calculations;
- Large Eddy Simulation submodels for reacting, multiphase flow simulations under realistic operating conditions;
- Turbulence-chemistry interaction models and validation data;
- Development of laser-based diagnostics and novel experimental techniques for measurements in reacting flows;
- Two-phase flow simulation models including liquid breakup and vaporization under subcritical and supercritical conditions;
- Combustion instability modeling and validation;
- Novel combustion simulation methodologies;
- Novel low emissions combustion concepts that enhance the state of the art in subsonic combustors;
- Active combustion control including high frequency actuators and sensors;
- Reformer technology and catalyst development for the processing of aviation fuels;
- Novel low emissions concepts suitable for low emissions operation at supersonic cruise conditions;
- Combustor and/or combustion physics and mechanisms, enhanced mixing concepts, ignition and flame holding, turbulent flame propagation, vitiated-test media and facility-contamination effects, hydrogen/hydrocarbon-air kinetic mechanisms, multi-phase combustion processes, and engine/propulsion component characterizations;
- Novel combustor concepts that advance/enhance the state-of-the-art in hypersonic propulsion to improve system performance, operability, reliability and reduce cost. Both analytic and/or experimental efforts are
encouraged, as well as collaborative efforts that leverage technology from on-going research activities.