H-MATRIX SOLVER APPLIED TO COUPLED FEM-BEM AEROACOUSTICS SIMULATIONS

AIRBUS

Guillaume SYLVAND - Airbus Central R&T

JOSO - March 12th, 2019.





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- Airbus Central R&T
 - Departement "Virtual Product Engineering"



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 - Departement "Virtual Product Engineering"
- Joint Work with



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- Joint Work with
 - Applied maths team



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 - IMACS



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 - and numerous PhD:



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 - Aurélien Falco (WIP) H-matrix for FEM/BEM system





• Sound propagation in a air flow



- Sound propagation in a air flow
- Context for Airbus



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 - Numerical certification for commercial aircrafts



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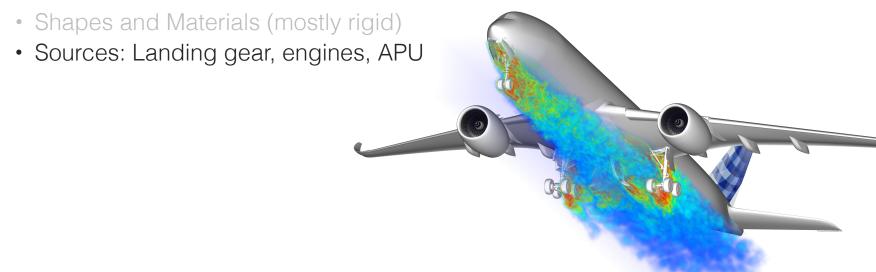
What to modelize?



- Sound propagation in a air flow
- Context for Airbus
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- What to modelize?
 - Shapes and Materials (mostly rigid)

AIRBUS

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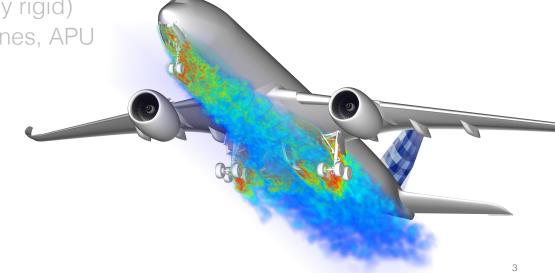
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- Sound propagation in a air flow
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Shapes and Materials (mostly rigid)

• Sources: Landing gear, engines, APU

• Flow: air flow, jet flow



AIRBUS

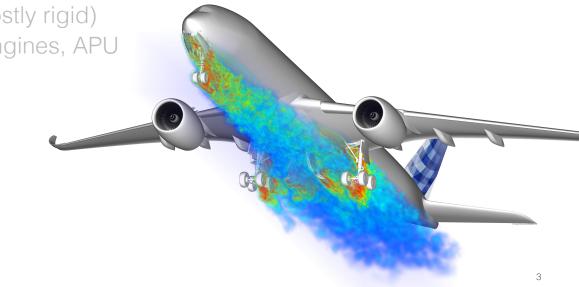
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What not to modelize?



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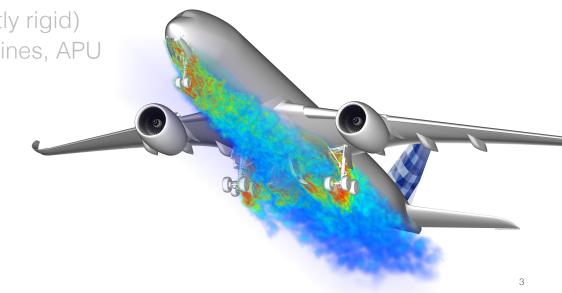
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 - inside the engine



AIRBUS

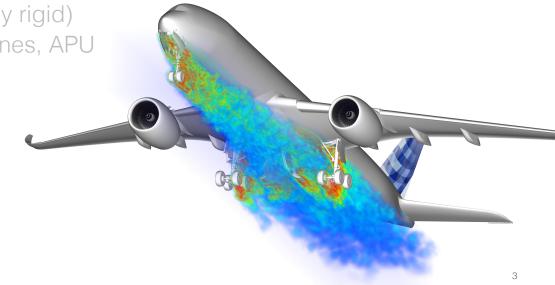
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 - inside the engine
 - retroaction sound → flow







Depends on the phase of the flight



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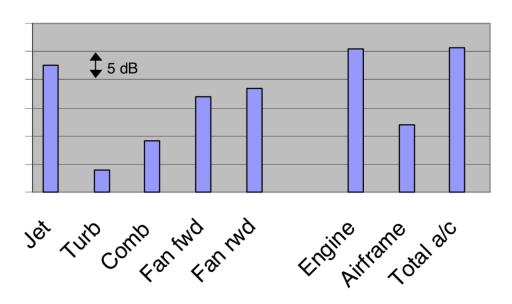
Taxi: APU





- Depends on the phase of the flight
 - Taxi: APU
 - Take-off

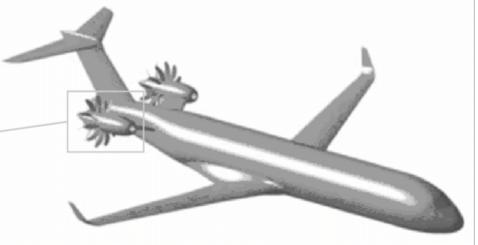
Take-Off





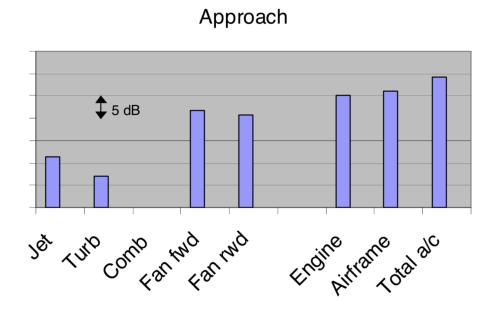
- Depends on the phase of the flight
 - Taxi: APU
 - Take-off
 - Cruise: CROR?







- Depends on the phase of the flight
 - Taxi: APU
 - Take-off
 - Cruise: CROR?
 - Approach/Landing







Frequency domain, 3D to solve Helmholtz equation

$$-\frac{1}{ik} \oint_{\Gamma \times \Gamma} \frac{\partial^2 G}{\partial \nu_x \partial \nu_y} q(y) q^t(x) dy dx = -\frac{1}{ik} \int_{\Gamma} \frac{\partial u_{inc}(x)}{\partial \nu} q^t(x) dx = -\frac{1}{ik} \int_{\Gamma} \frac{\partial u_$$

23/01/2019 5



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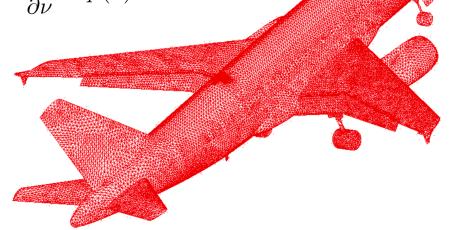
Interest:

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• Frequency domain, 3D to solve Helmholtz equation

- Interest:
 - accuracy

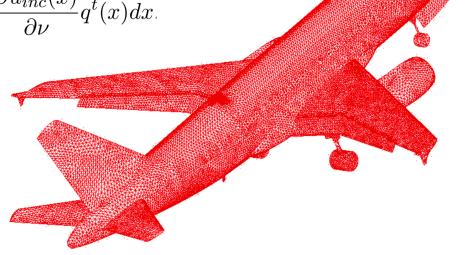




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 - smaller problem size

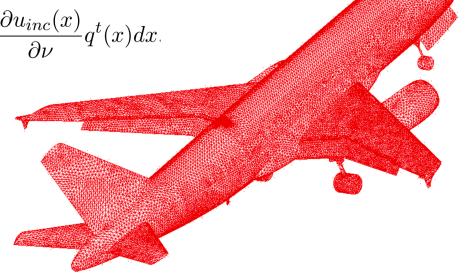




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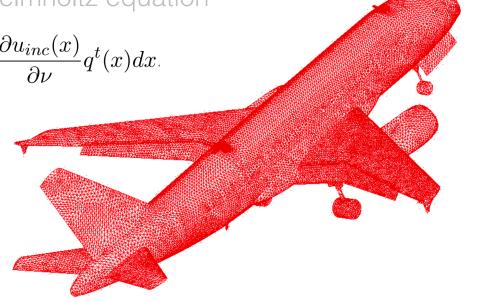
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Frequency domain, 3D to solve Helmholtz equation

- Interest:
 - accuracy
 - smaller problem size
- Drawback:
 - Homogeneous domain



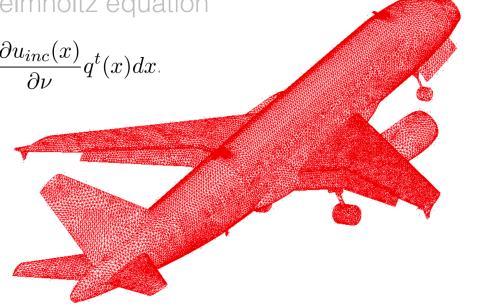
BEM Formulation



Frequency domain, 3D to solve Helmholtz equation

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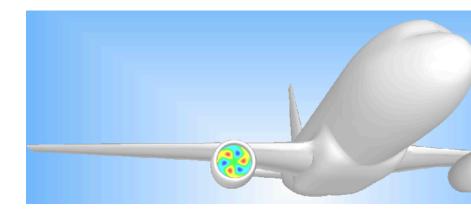
- Interest:
 - accuracy
 - smaller problem size
- Drawback:
 - Homogeneous domain
 - Dense linear system





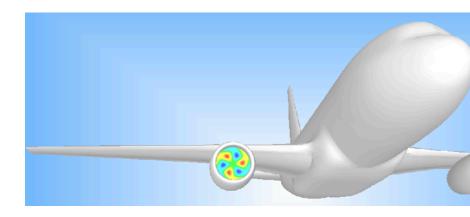
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• To modelize engine sources : waveguides (cylindrical or coaxial)



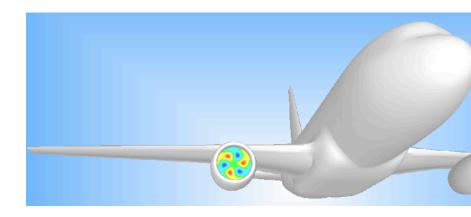


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 To take into account a **uniform** air flow: Lorentz transform (or Prandtl– Glauert transformation)



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Boundary element and finite element coupling for aeroacoustics simulations, by Balin et al., JCP 2015.





Dense linear system

23/01/2019 7



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- Large number of unknowns (up to several millions)



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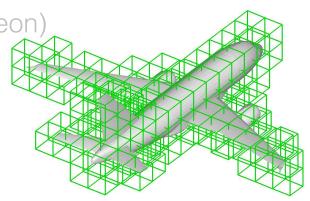
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FMM Solver (Greengard & Rokhlin, 87)

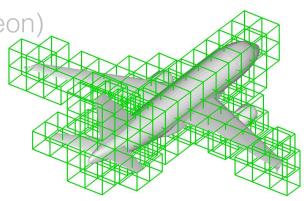


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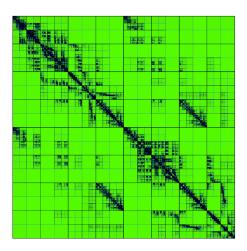
- excellent accuracy, but expensive
- FMM Solver (Greengard & Rokhlin, 87)
 - Based on low-rank approximation
 - Only matrix-vector product (hence used in iterative solvers)
 - much faster, but not fast enough (many iterations, many RHS)

eon



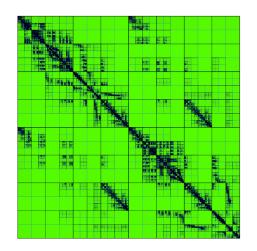


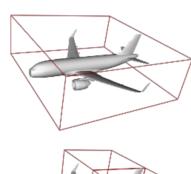
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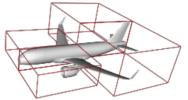


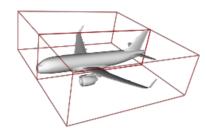


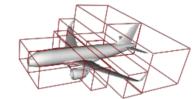
- Still based on Low-Rank properties
- Based on recursive bisection





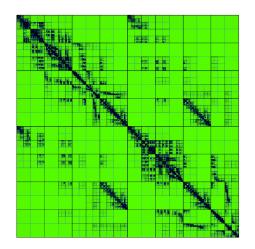


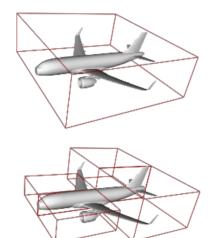


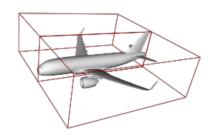


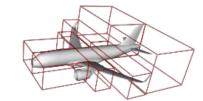


- Still based on Low-Rank properties
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- Leads to fast Mat-Vect product AND fast factorization (direct solver)



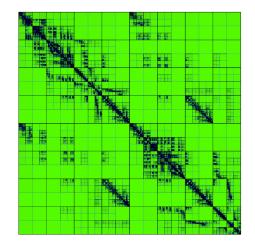


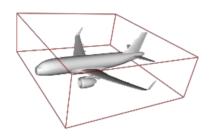


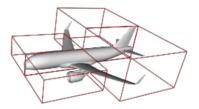


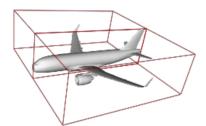


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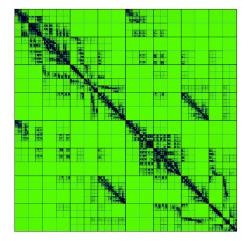


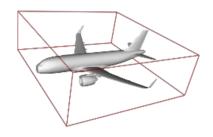


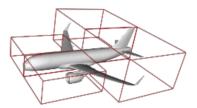


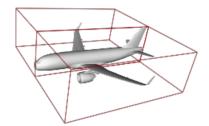


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Packages available:



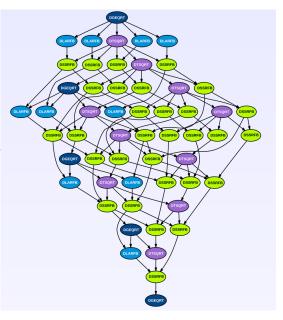
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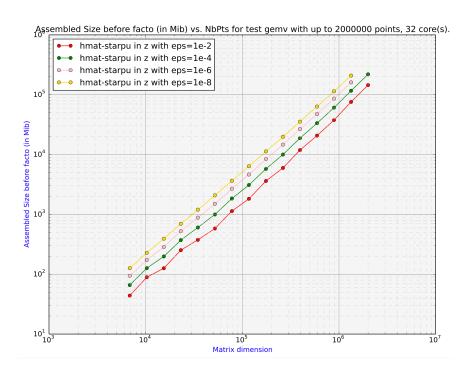


-AIRBUS

Toy application with BEM-like kernel exp(ikr)/r

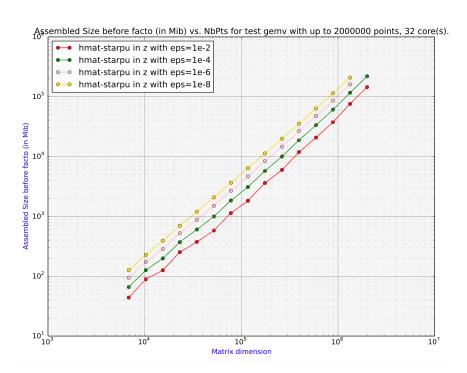


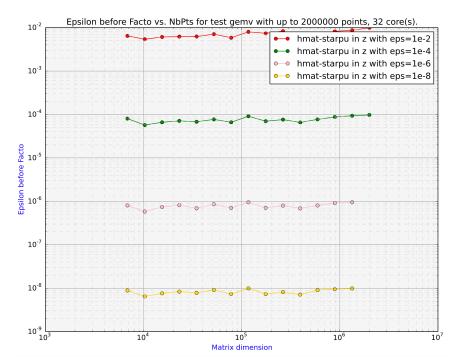
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- Mat-Vec product before facto (size = $n^{1,43}$)





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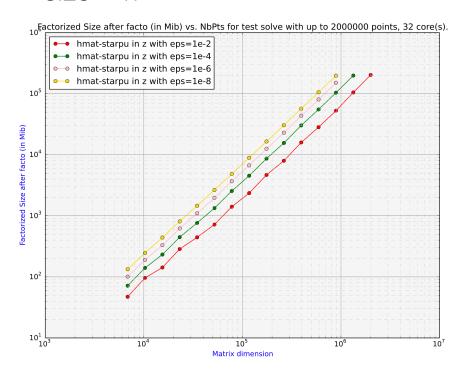


-AIRBUS-

Test on Factorization

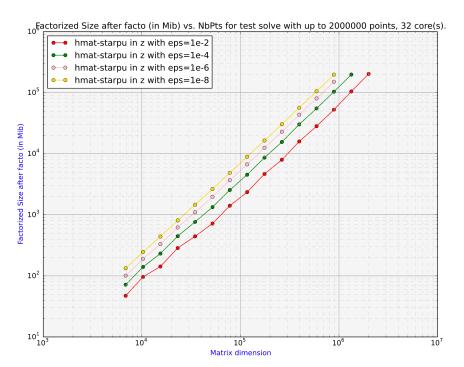


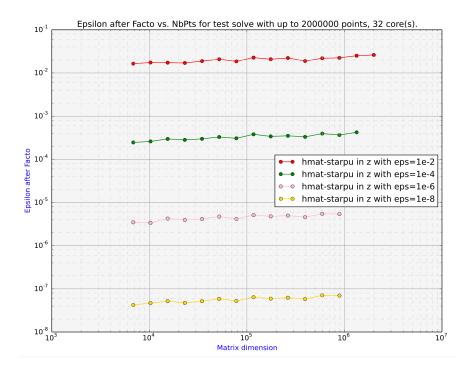
- Test on Factorization
- size = $n^{1,50}$





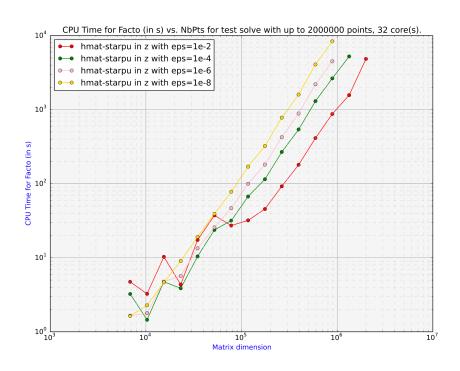
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-AIRBUS-

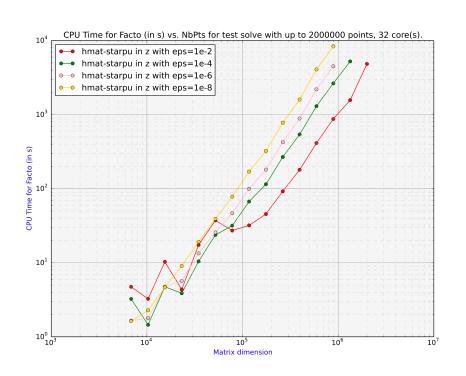
• Factorization: CPU time = $n^{1,80}$

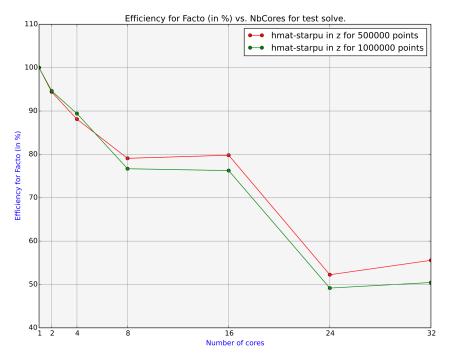


H-Matrix performance (3)



• Factorization: CPU time = n^{1,80}









Sufficient for forward radiation, not for rearward



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- Propagation through jet flow (and interaction with the wing) must be taken into account

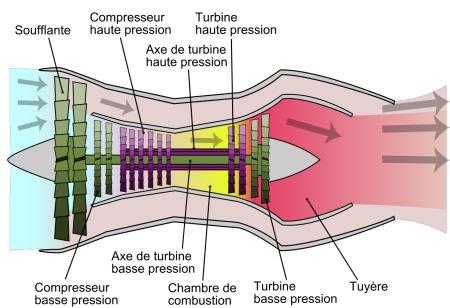
AIRBUS

Sufficient for forward radiation, not for rearward

Propagation through jet flow (and interaction with the wing) must be

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• Double flux jet engine

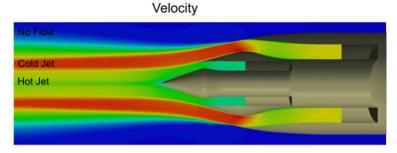




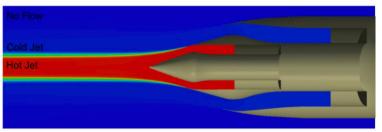
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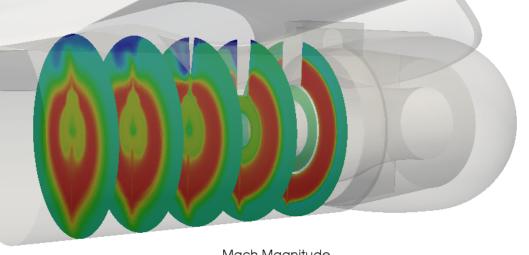


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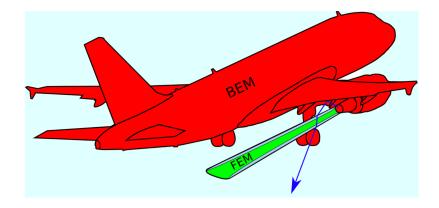






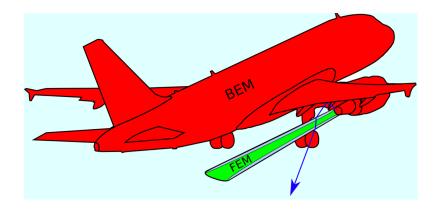


Volume mesh (tetrahedras) in the jet flow (cylinder, potential flow)



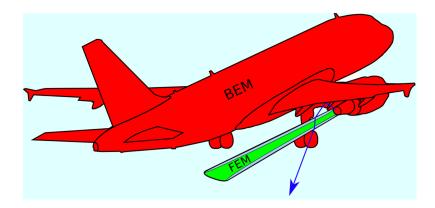


- Volume mesh (tetrahedras) in the jet flow (cylinder, potential flow)
- Surface mesh = outer surface of the volume domain + the rest of the plane





- Volume mesh (tetrahedras) in the jet flow (cylinder, potential flow)
- Surface mesh = outer surface of the volume domain + the rest of the plane
- Same unknowns, same mesh: same linear system







• Surface mesh: from 10k to 1M dofs



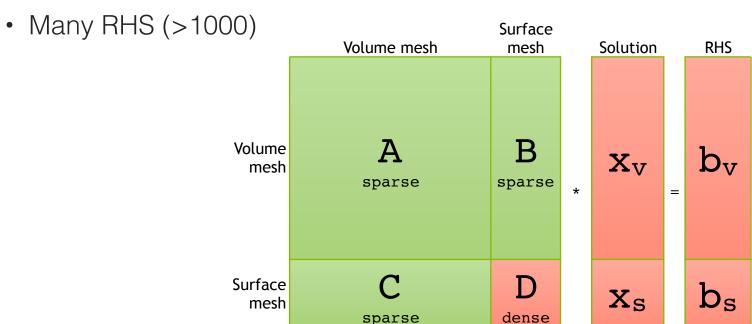
- Surface mesh: from 10k to 1M dofs
- Volume mesh: from 100k to 100M dofs



- Surface mesh: from 10k to 1M dofs
- Volume mesh: from 100k to 100M dofs
- Many RHS (>1000)



- Surface mesh: from 10k to 1M dofs
- Volume mesh: from 100k to 100M dofs







• Direct approach: Schur complement + dense solver



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 - Build D-C.A-1.B \rightarrow D' and b_s-C.A-1.b_v \rightarrow b'_s

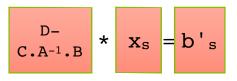


- Direct approach: Schur complement + dense solver
 - Build D-C.A-1.B \rightarrow D' and b_s-C.A-1.b_v \rightarrow b'_s
 - Solve D'.x_s=b'_s

$$\begin{vmatrix} D-\\ C \cdot A^{-1} \cdot B \end{vmatrix} * x_s = b'_s$$

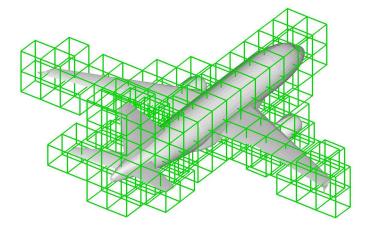


- Direct approach: Schur complement + dense solver
 - Build D-C.A-1.B \rightarrow D' and b_s-C.A-1.b_v \rightarrow b'_s
 - Solve D'.x_s=b'_s



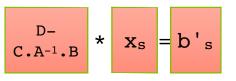
• FMM-based approach: iterative solver using FMM and on-the-fly Schur

complement

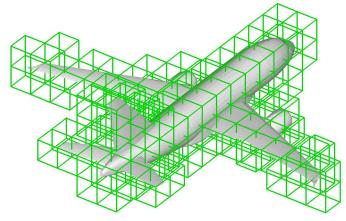




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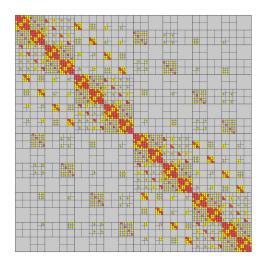
We can use H-matrix on volume mesh



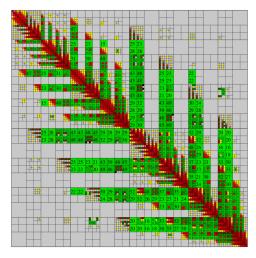
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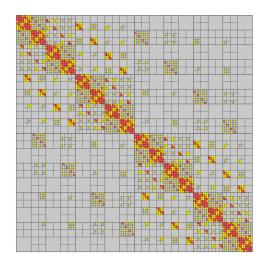
(a) Sparse matrix before factorization, with a bisection clustering.



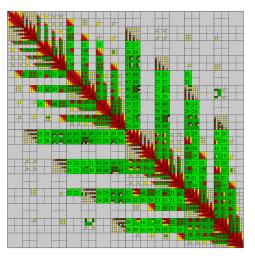
(b) Matrix after factorization, with a bisection clustering.



- We can use H-matrix on volume mesh
- Sparse factorisation leads to fill-in which is low rank
- Note: separates volume and surface parts



(a) Sparse matrix before factorization, with a bisection clustering.



(b) Matrix after factorization, with a bisection clustering.

-AIRBUS-

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• Excellent speed-up vs. previous methods

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- Example 1: Surface=130kdof, volume=300kdof, RHS=122

Direct Solver: 9h on 48 cores

H-mat Solver: 20min on 24 cores

Speedup: x55

AIRBUS

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- Example 1: Surface=130kdof, volume=300kdof, RHS=122

Direct Solver: 9h on 48 cores

H-mat Solver: 20min on 24 cores

Speedup: x55

• Example 2: Surface=600kdof, volume=4Mdof, RHS=2896, 4 problems

FMM Solver: 65h on 192 cores (≈90 iterations)

H-mat Solver: 12h on 24 cores (mat sizes after facto: 16+18+66 Gb)

Speedup: x41





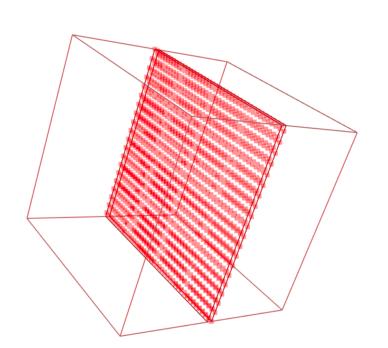
Use ideas from the "sparse solver" community

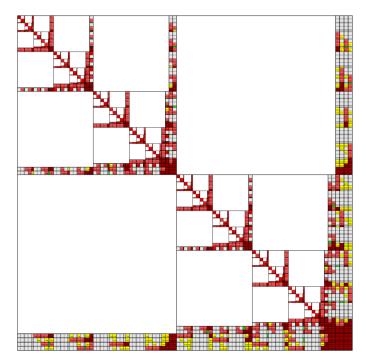


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 - Nested dissection (minimize fill-in)



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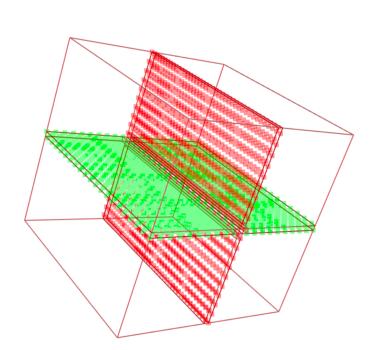


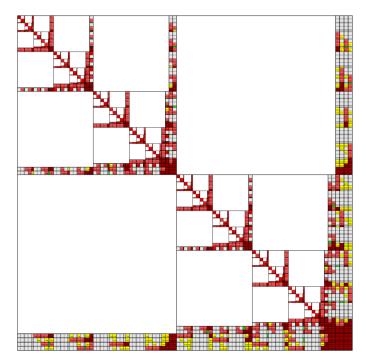


Improve sparse H-matrix



- Use ideas from the "sparse solver" community
 - Nested dissection (minimize fill-in)

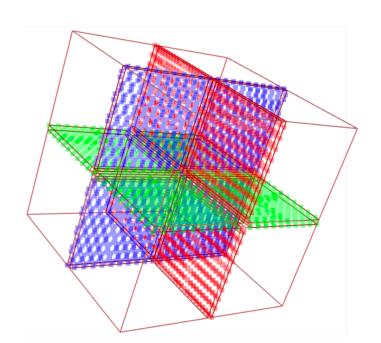


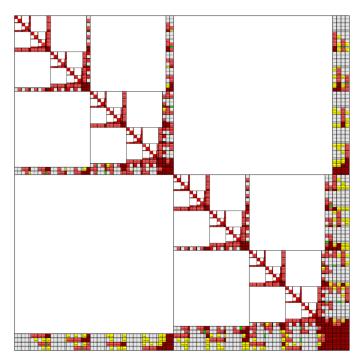


Improve sparse H-matrix



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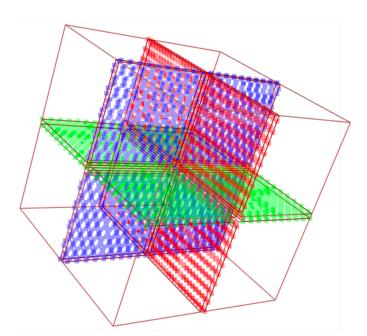


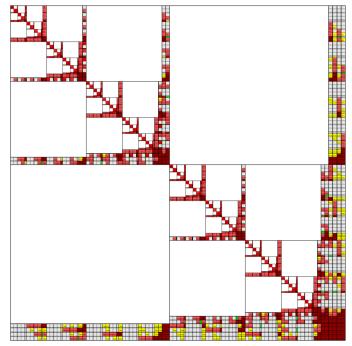


Improve sparse H-matrix



- Use ideas from the "sparse solver" community
 - Nested dissection (minimize fill-in)
 - Symbolic factorization (optimize storage)









Mixed Ternary/Binary cluster tree



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- Big block of zeros that will remain during facto:



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 - Faster assembly (less blocks, less data-sparsity)



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 - Independent factorisation of subdomains



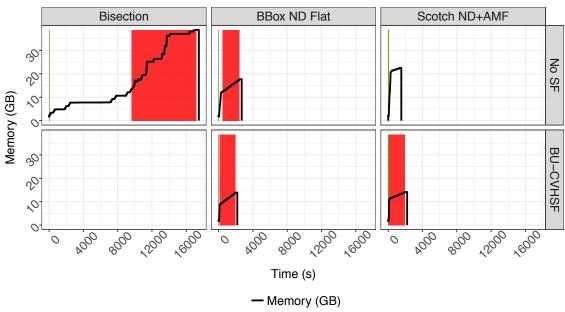
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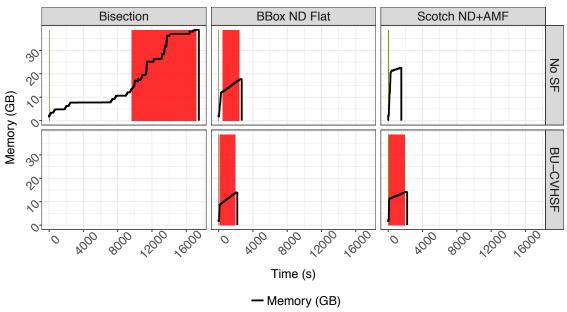


As expected, reduces time and memory consumption



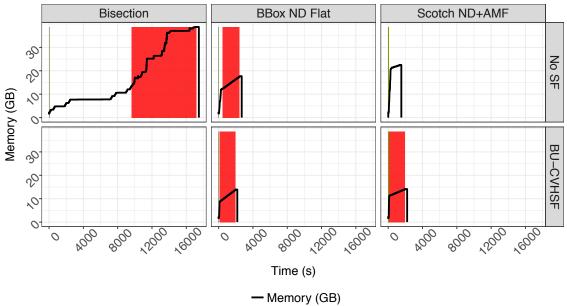


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- WIP, to get closer to native sparse solvers on pure FEM problems





- As expected, reduces time and memory consumption
- WIP, to get closer to native sparse solvers on pure FEM problems
- For FEM-BEM, this is the current best approach



Other Possible Approaches



Other Possible Approaches

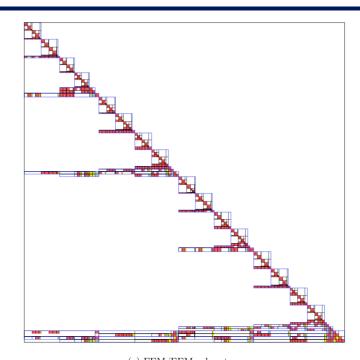
AIRBUS

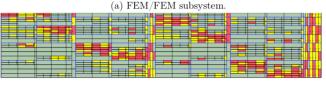
 Mumps-Hmat coupling: multifacto based on H-mat clustering

Other Possible Approaches

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- Mumps-Hmat coupling: multifacto based on H-mat clustering
- Unique Hmat for surface AND volume









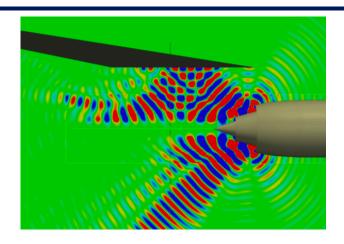
(c) BEM/BEM subsystem.

FEM/BEM Results



FEM/BEM Results

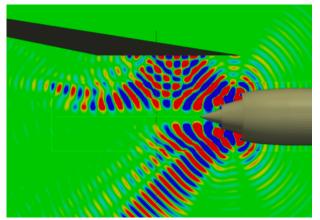


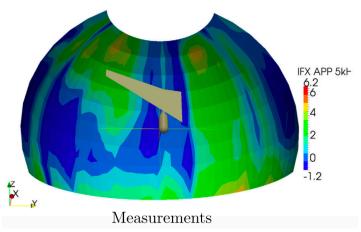


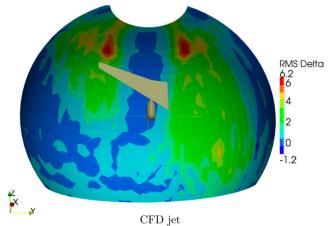
FEM/BEM Results



22











 Aeroacoustic simulation is of first importance for certification and acceptance



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- FEM-BEM modelisation is a good compromise between cost and accuracy



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- FEM-BEM modelisation is a good compromise between cost and accuracy
- H-matrix solver shows excellent performance both on BEM only or coupled FEM-BEM systems

23/01/2019 23



-AIRBUS-

• On the Solver side:

23/01/2019 24



- On the Solver side:
 - Handle surface and volume in the same h-matrix



- On the Solver side:
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 - Improve parallel h-matrix solver to treat larger test cases



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PhD position in Inria Bordeaux for HPC / algorithm