

BLEED

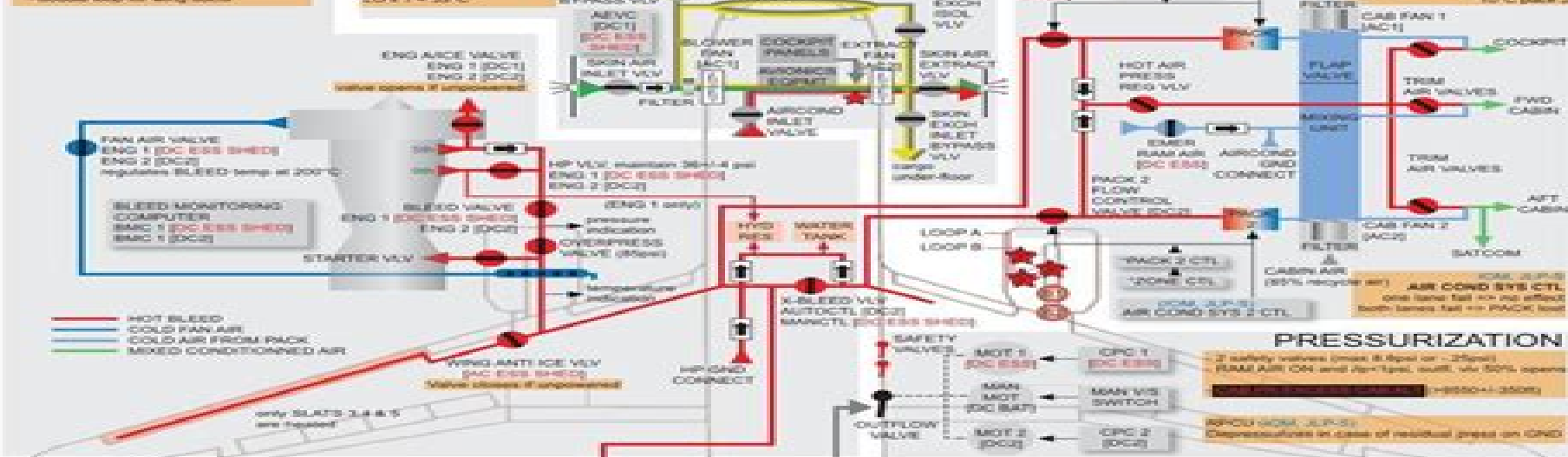
CAUTION, do not use HP GND air with APU bleed

Regulated pressure 45 +/- 5 psi
Leak detection
- single loop for APU and pylon ducts
- double loop for wing ducts

AVIONICS VENTILATION

CONFIGURATIONS:
CLOSED: on GND (max 45°C in FLT (max 52°C/35°C)
INTERMEDIATE: if (max 32°C/35°C) then EXTRACT VLV partially opens
- OPEN: on GND (max 45°C/35°C)
- SMOKE CONFIG

FAN SPD (NOM JLP-S)
H if T > 40°C
LO if T > 35°C



APU

LIMITATIONS:
RPM max: 95%, max 102% (auto shut down)
running EGT max 660°C (Basic) or 750-742
start EGT max 900°C > 25000R
start EGT max 950°C > 25000R
LOW OIL LEVEL: < 15 lbs APU max
start cycles: 5, then 5, then 5, 60min
Envelope:
START with AC power up to 30000R
START with EMER BLEED max 25000R
BLEED ON 2 packs max 15000R, 1 pack max 20000R
BLEED ON for engine start max 20000R
BLEED for WING ANTI-ICE not permitted
APU FUEL FLOW ~ 130 kg/hr



FUEL A319/A320

TOTAL TANKS CAPACITY (den 0.785kg/l)
18728kg / 19004kg (JLP-S)

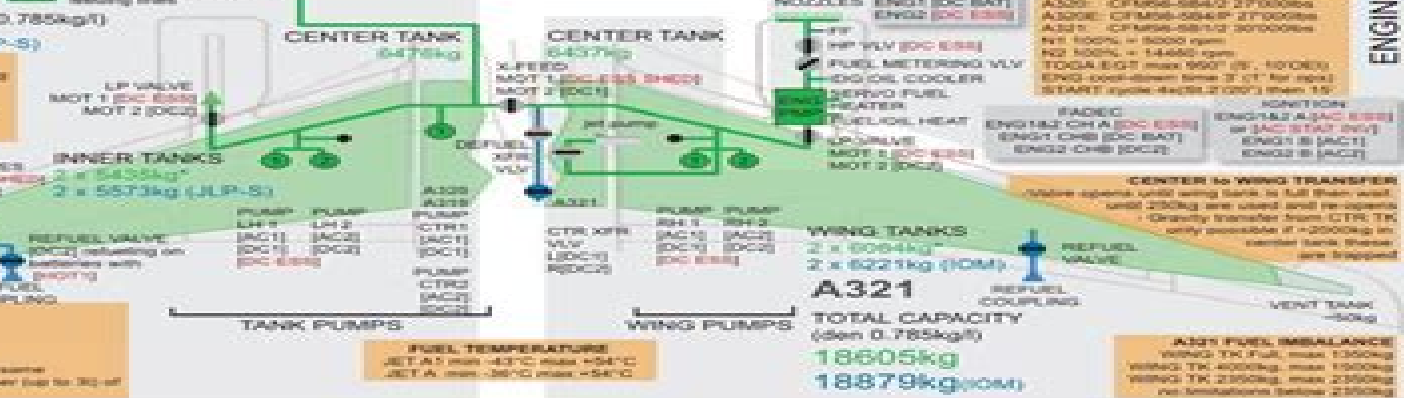
OUTER to INNER TRANSFER
- XFR valves open when (POWER) > 750kg
- F/O only with Outer TK full
- Automatic XFR after landing
(in event, master REFUEL panel PWR ON)
or transfer via DEFUEL/XFR valve

FOR CH1 [DC ESS SHED] CH2 [DC]

OUTER TANKS 2 x 5534kg

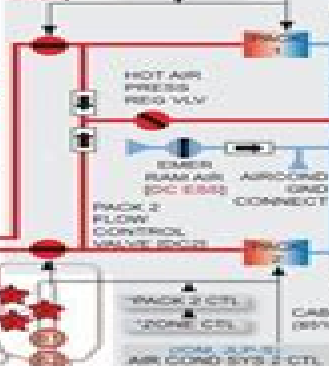
FUEL IMBALANCE A319/A320
WING TK Fuel max 1500kg
INNER TK 4300kg max 1500kg
INNER TK 2350kg max 2350kg
no limitations below 2350kg
OUTER TK max 500kg, if OUTER+INNER same
or (WING) of empty OUTER equal or higher (up to 30 of
opposite INNER)

refueling / defueling lines
bleeding lines



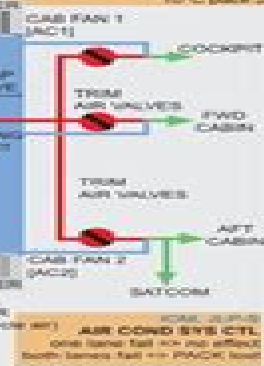
CAUTION, do not use GND AIRCOND air with air from packs simultaneously

PACK 1 FLOW CONTROL VALVE [DC ESS SHED]
PACK 2 FLOW CONTROL VALVE [DC]



AIRCOND

PACK CTL
From fail => eng. not recommended
Both fail => ECAM signal lost
Both fail => 5-30°C in A
for active use
ENGINE CTL
From fail => 24°C for packs
Both fail => no effect
Both fail => 20°C pack 1
10°C pack 2



PRESSURIZATION

2 safety valves (press 8.5psi or -25psi)
- FUEL AIR ON and JLP-S, outfl. vlv 50% opens
- PRESSURIZATION - 8500ft - 3500ft

APU (NOM JLP-S)
Depressurization in case of residual press on GND

FIRE PROTECTION & CARGO VENT

★ SMOKE DETECTORS
★ FIRE DETECTORS
★ FIREX BOTTLES

ELECTRICAL SUPPLY
ENG 1 loop A [DC ESS] loop B [DC2]
ENG 2 loop A [DC2] loop B [DC ESS]
APU loop A & B [DC BATT]
ENG 1/2 STL 1 & 2 [A320-1] & 2 [A321]
ENG 1/2 STL 2 & 3 [A320] & 2 [A321]
APU STL & 3 [A320] & 2 [A321]
APU STL & 3 [A320] & 2 [A321]
APU STL & 3 [A320] & 2 [A321]

A319: CFM56-5B/2 25000RPM
A320: CFM56-5B/2 27000RPM
A321: CFM56-5B/2 30000RPM
N1 100% = 5000 rpm
N2 100% = 14400 rpm
TOGA EGT max 950°C / 1700°C
ENG cool-down time 2' 0" for N2
START (idle) 4000/2000' max 15'

RADIAC ENG1/2 CHA [DC ESS] ENG1/2 CHB [DC BATT]
ENG1/2 CHB [DC BATT]
ENG1/2 CHB [DC BATT]

IGNITION ENG1/2 A [DC ESS] ENG1/2 B [DC BATT]
ENG1/2 A [DC ESS] ENG1/2 B [DC BATT]

CENTER to WING TRANSFER
- Valve opens with wing tanks full then, wing tank 250kg are used and re-opens
- Gravity transfer from CTR TK only possible if > 2000kg in center tank, these are trapped

A321 FUEL IMBALANCE
WING TK Fuel max 1500kg
WING TK 4000kg max 1500kg
WING TK 2350kg max 2350kg
no limitations below 2350kg

* all others from type

NOT FOR OPERATIONAL USE R-CPH-Michel Gasser, 12.1.2013

Airbus A32study Guide

Facundo Conforti

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Airbus A32study Guide:

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