

BLEED

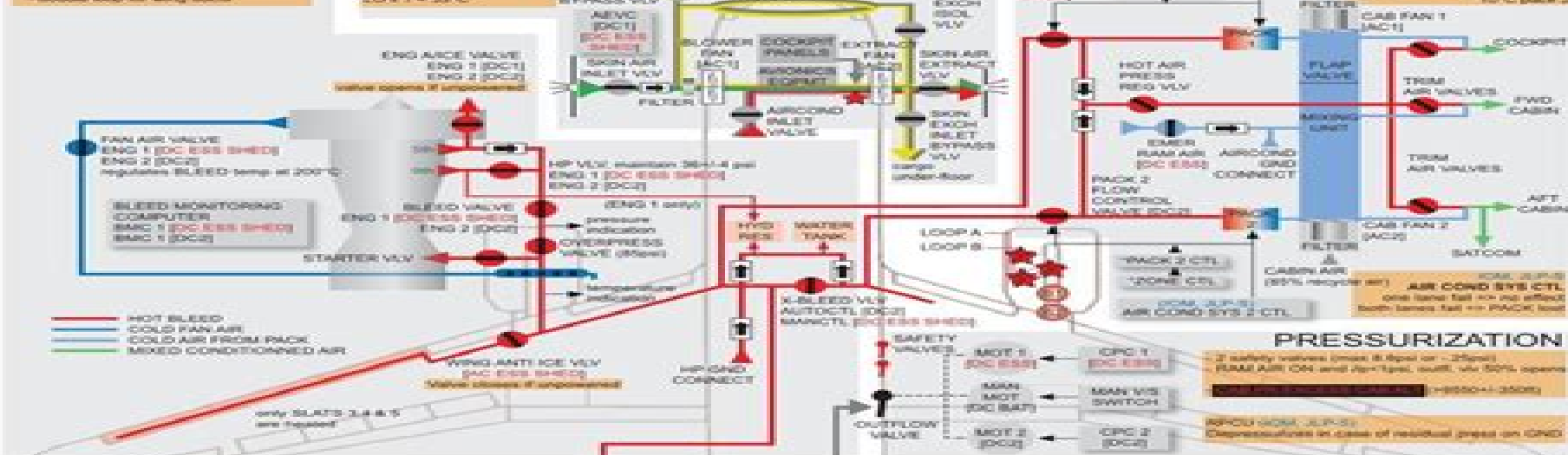
CAUTION, do not use HP GND air with APU bleed

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 962°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 start up to 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) lower ~ 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

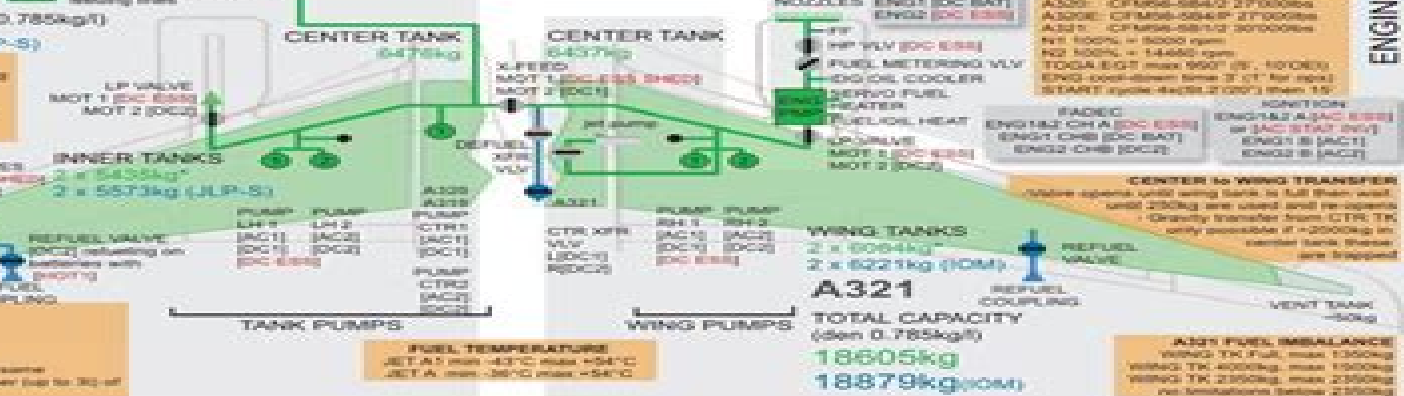
FUEL IMBALANCE A319/A320
WING TK Fuel max 15000kg
INNER TK 4300kg max 15000kg
INNER TK 2350kg max 2350kg
no limitations below 2350kg
OUTER TK max 5000kg, if OUTER+INNER same
or (WING) of empty OUTER equal or higher (up to 30 of
opposite INNER)

FUEL IMBALANCE A319/A320
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or (WING) of empty OUTER equal or higher (up to 30 of
opposite INNER)

* all others from type

refueling / defueling lines
fueling 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]

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PACK 2 FLOW CONTROL VALVE [DC]

AIRCOND

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

PACK CTL
From fail to eng, not recommended
Both fail to ECAM signal lost
Both fail to 5-30°C in A
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PRESSURIZATION

2 safety valves (press 8.5psi or ~25psi)
- FUEL AIR ON and 1st stage, out, via 50% opens
- 1st stage, out, via 50% opens
- 1st stage, out, via 50% opens

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

FIRE PROTECTION & CARGO VENT

★ SMOKE DETECTORS
★ FIRE DETECTORS
★ FIRE 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 [ENG 1/2 STL 1] [DC2] [DC2]
ENG 1/2 STL 2 [ENG 1/2 STL 2] [DC2] [DC2]
APU STL [ENG 1/2 STL 2] [DC2] [DC2]
APU STL [ENG 1/2 STL 2] [DC2] [DC2]
APU STL [ENG 1/2 STL 2] [DC2] [DC2]

ENGINE
A319: CFM56-5B/42 237000RPM
A320: CFM56-5B/42 270000RPM
A321: CFM56-5B/42 270000RPM
N1: 100% = 3000 rpm
N2: 100% = 14400 rpm
TOGA EGT max 950°C / 1700°C
ENG cool-down time 2' 0" for N2
START (idle) 400°C/200°C then 15'

RADIATION
ENG 1/2 CH A [DC ESS]
ENG 1/2 CH B [DC BATT]
ENG 2 CH B [DC2]
MONITOR
ENG 1/2 A [DC ESS]
ENG 1/2 B [DC2]
ENG 1/2 B [DC2]

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

WING TANKS
2 x 5004kg
2 x 5021kg (NOM)
A321
TOTAL CAPACITY
(den 0.785kg/l)
18605kg
18879kg (NOM)

A321 FUEL IMBALANCE
WING TK Fuel max 15000kg
WING TK 4000kg max 15000kg
WING TK 2350kg max 2350kg
no limitations below 2350kg

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

Airbus A32study Guides

Faraz Sheikh



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Management ,1983 *Quick Study Guide for the Airbus A320* ,2004 A320 Easy Valerio Francati,2020-10 A320 Easy is a study guide for A318 A319 A320 and A321 pilots It s an easy manual published in english to review and help you learning the main A320 procedures systems task sharing memory items limitations and the main knowledge for an interview It can also be useful as an aid for type rating course on Airbus A320 Family Interesting facts about A320F General Information Normal Procedures Normal Checklists FMGS Preparation Briefing A320 Systems A320 Engine Types Abnormal Procedures MEL CDL Memory Items Upset Recovery Flight Crew Incapacitation Discontinued Approach Engine Failure During Cruise Electrical Emergency Configuration Emergency Evacuation Emergency Equipment Fuel Leak and Fuel Imbalance Cold Weather and Contaminated Runway Circling Approach Visual Approach General Limitations A320 Easy it s easy **The Unofficial Airbus A320 Series Manual (B/W)** Mike Ray,2014 **The Unofficial Airbus A320 Series Manual (color)** Mike Ray,2012 **Airbus A320 Systems Displays Manual** Faraz Sheikh ,2022-03-28 This is a technical 117 pages guide for the Airbus A320 Pilot or Cadet to study an in depth breakdown of the various systems pages including the Engine Warning Display presented in the flightdeck The systems displays include CRUISE ENGINE BLEED CABIN PRESSURE ELECTRIC HYDRAULICS FUEL APU AIR CONDITIONING DOOR OXYGEN WHEELS and FLIGHT CONTROLS We have also added a description of the Slats and Flaps part displayed normally on the EWD accesible via the Flight Controls chapter The book comes detailed with high resolution system screen images including images for the various parameters and componenets which are displayed on the system screens It is compatible for the A320 CEO and NEO variants This guide is created for TRAINING PURPOSES ONLY and is NOT to be used for real OPERATIONS **Airbus A319/320 Pilot Upgrade Preparation** Faraz Sheikh,2020-05-27 This book is developed using material and pilot training notes including official Airbus FCOM FCTM and the QRH to allow Pilots to study as a refresher or prepare for their command upgrade It covers failure management ECAM Airbus memory item drills complex and demanding failures technical reviews on systems limitations low visibility procedures RVSM PBN MEL CDL and supplementary information covering cold weather and icing windshears weather and wake turbulence The memory item drills include Loss of braking Emergency descent Stall recovery Stall warning at lift off Unreliable airspeed GPWS EGPWS warnings and cautions TCAS warnings and Windshears The complex and demanding failure chapter goes in depth with failures such as Dual Bleed faults Smoke Fumes cases Dual FMGC failure Engine malfunctions of all levels Fuel leak Dual Hydraulic faults Landing gear problems Rejected takeoff and evacuation Upset preventions and much more Technical revision gives a good study highlight for all the Airbus A320 systems including Air conditioning Ventilation and Pressurisation Electrical Hydraulics Flight Controls and Automation Landing gear Pneumatics etc The later chapters of the book covers useful topics such as aircraft limitations low visibility procedures RVSM PBN MEL CDL and other supplementary information such as cold weather and icing turbulence and windshears in more

detail The book will no doubt be a great asset to any trainee or existing Airbus Pilot for both revision and training purposes including refresher training **Airbus A320** Facundo Conforti,2020-08-17 Welcome to the most complete manual about the MCDU operations based on the FMS system of the great A320 This manual describes all functions of the MCDU Multi Function Control and Display Unit for Airbus A320 including definitions normal operations and abnormal operations in real flights Learn all about each part of the MCDU each key each function and every detail you need as a pilot After learning the all theory concepts you will learn to operate the MCDU in different flights including domestic flights international flight and abnormal flights with emergencies At the end of this book you will be ready for operating the MCDU like a professional pilot

Airbus A320 Facundo Conforti,2019-10-09 Welcome to the most advanced version of the HDIW collection In this seventh edition we will know all the systems of one of the most sold and flown commercial aircraft in the world commercial aviation we will know everything about the fabulous Airbus 320 We will learn the operation of the main systems of the airplane How each of them works and how they are operated by the pilots from the control panels in the cockpit A practical guide didactic and entertaining for any professional who is about to start flying A320 or for any professional who wants to expand their frontiers of knowledge This seventh edition of the most prestigious collection in Latin America promises to mark a before and after in the way of learning the systems of an airplane which complex as it may seem is as simple and entertaining as any other aircraft Studying an airplane has never been so easy and entertaining as before and from the hand of HDIW you will discover that everything is possible to learn if it is explained in the right way Welcome to the Professional Aviation Welcome to HDIW *Airbus A320 Panels. Pilot Handbook* Facundo Conforti,2024-07-05 The panels of a commercial aircraft often hold an air of mystery for some pilots who wish to marvel at these magnificent feats of aeronautical engineering Understanding the function of each knob button indicator and every part of the aircraft's panels may seem like an almost impossible mission for those who haven't had the chance to take the aircraft's type rating course In this book we'll make it simple and easy This is a book exclusively dedicated to the panels of the fabulous Airbus A320 In each chapter you'll learn about every part of the panels every function and every indication After reading this all it will take is a glance at the cockpit panels of an A320 and you'll understand what you're seeing perfectly This is not a systems manual but a descriptive and analytical guide to each panel of the aircraft It is the perfect complement to the Airbus A320 series which has become the great success of this collection detailing all the aircraft's systems and procedures in depth Here you will learn all the sections of the overhead panel main flight panels pedestal panel and much more

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