

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) > 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

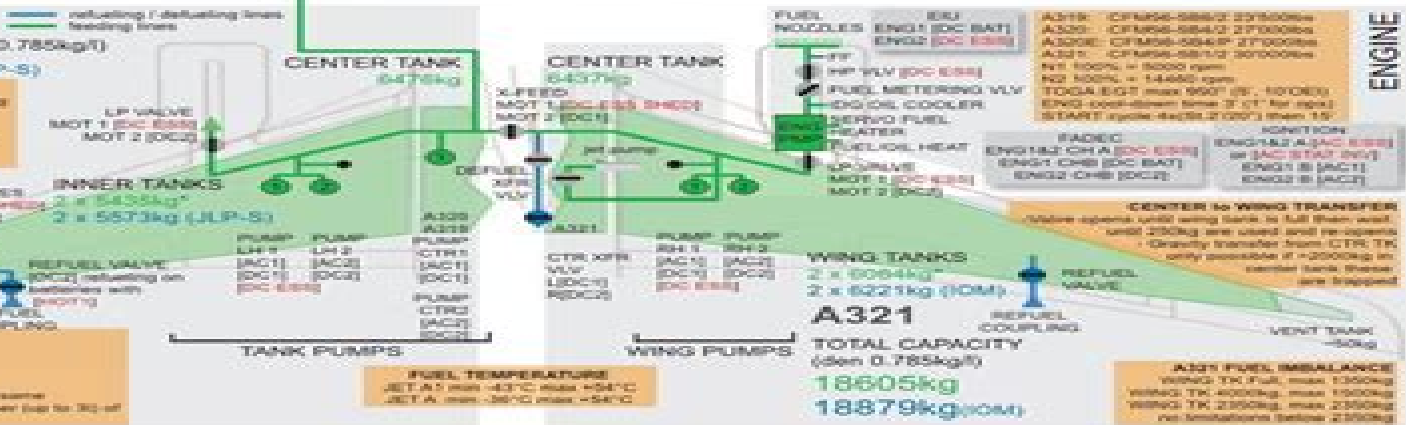
FOR CH1 [DC ESS SHED] CH2 [DC]

OUTER TANKS 2 x 5534kg

INNER TANKS 2 x 5435kg* 2 x 5573kg (JLP-S)

FUEL IMBALANCE A319/A320
WING TK Fuel max 1500kg
INNER TK 400kg 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)

FUEL IMBALANCE A321
WING TK Fuel max 1300kg
WING TK 400kg max 1500kg
WING TK 2350kg max 2350kg
no limitations below 2350kg

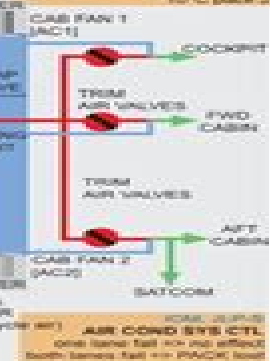


CAUTION, do not use GND AIRCOND air with air from packs simultaneously

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

AIRCOND

PACK CTL
From fail => eng. not recommended
Both fail => ECAM signal lost
Both fail => 5-30°C in A
for active use
ECAM CTL
From fail => 24°C for packs
Both fail => 20°C pack 1
15°C pack 2



PRESSURIZATION

2 safety valves (press 0.5 bar or -25psi)
- FAN AIR ON and JLP-S, outfl. vlv 50% opens
- PRESSURIZATION - 9500ft - 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 [APU] 2 [STL 1] equals B [HOT IT]
ENG 1/2 STL 2 [APU] 2 [STL 2] equals B [DC2]
APU STL equals A [HOT IT] equals B [DC BATT]
APU auto extinguish [DC BATT]

A319: CFM56-5B/5C 237000RPM
A320: CFM56-5B/5C 270000RPM
A321: CFM56-5B/5C 270000RPM
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) 45-55°C/105°F max 15'

RADIAC ENG1/2 CH A [DC ESS] ENG1/2 CH B [DC BATT]
ENG1/2 CH C [DC BATT]
ENG1/2 CH D [DC BATT]

IGNITION ENG1/2 A [DC ESS] ENG1/2 B [ACT] ENG1/2 C [ACT]
Value opens until wing tanks are full then exp. until 250kg are used and re-closes - Gravity transfer from CTR TK only possible if > 2000kg in center tank, these are trapped

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

A321 FUEL IMBALANCE
WING TK Fuel max 1300kg
WING TK 400kg max 1500kg
WING TK 2350kg max 2350kg
no limitations below 2350kg

Airbus A32study Guide

Sebastian Brünink

A red circular graphic with a gradient, appearing as a stylized arrow or a partial circle, located to the right of the author's name.

Airbus A32study Guide:

Management ,1983 **Quick Study Guide for the Airbus A320** ,2004 *Flight and the Aircraft Engineer* ,1995

A Decade of Progress Godwin Olu Patrick Obasi,World Meteorological Organization,2003 This book describes the main WMO activities in the 1990s and the link up with the new century and summarizes the achievements in the WMO programs set out in the WMO long term plans which were approved by the Eleventh Twelfth and Thirteenth World Meteorological Congresses in 1991 1995 and 1999 Publisher s description Aeronautical Engineering ,1992 A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in Scientific and technical aerospace reports STAR and International aerospace abstracts IAA **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 **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 *The A320 Study Guide - V.2* T. Oakdon,2022-11-23 The A320 Study Guide features over 300 pages of information on all of the aircraft technical systems including failures limitations and question answers It also features a new Procedures guide highlighting some of the day to day procedures such as takeoff climb and cruise and also some abnormal procedures that pilots may come across such as Rejected takeoff and engine failure There is also information on Failure Management Winter Operations CEO NEO Differences and lots more This book is a great study aid for current airline pilots as well as those in training or who have an interest in the A320 Your current airline documents must remain your primary source of information however we hope that this book simplifies everything you need to know

about the A320 Chapters Include General Limitations Air Conditioning Ventilation Pressurisation Electrical Fire Protection Flight Controls Fuel Hydraulics Ice Rain Landing Gear Lights Navigation Oxygen Pneumatic APU Powerplant Winter Operations Failure Management ECAM Warnings Cautions Memory Items Performance CEO NEO Differences Auto Flap Retract Tropopause and Atmosphere Performance Idle Factor Navigation Accuracy Efficient Flying Performance Based Navigation Standard Takeoff Technique Auto Flap Alpha Lock Rejected Takeoff Emergency Evacuation Climb Cruise Descent Preparation Descent Approach ILS Approach RNAV Approach Circling Approach Visual Approach Go Around Baulked Landing Windshear PFD ND Indications Flight Mode Annunciator Modes **The Unofficial Airbus A320 Series Manual (color)** Mike Ray,2012

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