

BLEED

CAUTION, do not use HP GND air with APU bleed

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

AVIONICS VENTILATION

CONFIGURATIONS:
CLOSED, on GND (24°C<T<32°C) or FLT (24°C<T<35°C)
INTERMEDIATE (24°C<T<32°C) then EXTRACT VLV partially opens
OPEN, on GND (24°C<T<32°C)
SMOKE CONFIG

FAN SPD (NOM/JLP-S)
 H 2 F T > 40°C
 LO 2 F T = 35°C

ENG AVICE VALVE
 ENG 1 (DCU) (SHEED)
 ENG 2 (DCU)

BLEED VALVE
 ENG 1 (DCU) (SHEED)
 ENG 2 (DCU)

WING ANTI ICE VLV
 (DCU) (SHEED)

WING SLATS 3,4 & 5
 are trapped

WING ANTI ICE VLV
 (DCU) (SHEED)

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

PACK 1 FLOW CONTROL (SHEED)
 PACK 1 CTL (SHEED)

PACK 2 FLOW CONTROL (SHEED)
 PACK 2 CTL (SHEED)

PACK 1 AIR COND SYS 1 CTL (SHEED)

PACK 2 AIR COND SYS 2 CTL (SHEED)

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AIRCOND

PACK CTL
 From: tail → reg. test not recommended
 Sec: tail → ECAM signal test
 Both: tail → 3-35°C in 2' by active vlv
 2000R CTL
 From: tail → 24°C for pack 1
 Sec: tail → no effect
 Both: tail → 20°C pack 2
 15°C pack 2

CABIN AIR (25% recirculate)

PRESSURIZATION

2 safety valves (press 0.5 bar or > 2500ft)
 - RAM AIR ON and 2nd stage, outfl. vlv 50% opens

APFD (NOM, JLP-S)
 Depressures in case of residual press on GND

FIRE PROTECTION & CARGO VENT

- ★ SMOKE DETECTORS
- ★ FIRE DETECTORS
- Ⓢ FIRE BOTTLES

ELECTRICAL SUPPLY
 ENG 1 loop A (DCU) (SHEED), loop B (DCU) (SHEED)
 ENG 2 loop A (DCU) (SHEED), loop B (DCU) (SHEED)
 APU loop A (DCU) (SHEED), loop B (DCU) (SHEED)
 ENG 1&2 STL 1 (SHEED) (SHEED) 1, 2 (SHEED) (SHEED)
 ENG 1&2 STL 2 (SHEED) (SHEED) 1, 2 (SHEED) (SHEED)
 APU STL, 1 (SHEED) (SHEED) 1, 2 (SHEED) (SHEED)
 APU STL, 2 (SHEED) (SHEED) 1, 2 (SHEED) (SHEED)
 APU auto extinguish (DCU) (SHEED)

APU

LIMITATIONS
 RPM max: 90%, max 927% (auto shut down)
 running EGT max 660°C (25sec) or 750-742 start EGT max 900°C > 25000R
 start EGT max 960°C > 25000R
 LOW OIL LEVEL: < 10 Rev APU max start cycles: 5, then 3, then 3, 60min envelope
 START with AC power up to 36000R
 START with EMER ELEC power up to 25000R
 BLEED ON 2 packs max: 15000R, 1 pack max: 20000R
 BLEED ON for engine start max: 20000R
 BLEED for WING AVICE 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 2000R lower - 750kg
 - 1/2 only with Outer TK full
 - Automatic XFR after landing
 - In event, transfer DEFUEL panel (PWR ON) or transfer via DEFUELOVR valve

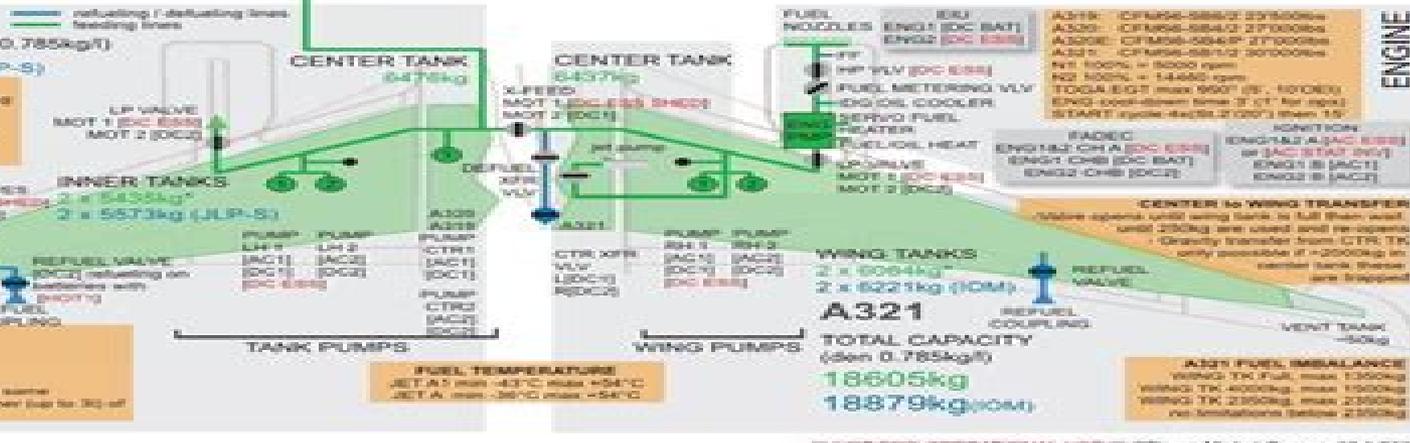
FOR CH1 (DCU) (SHEED) CH2 (DCU)

XFR VALVES: 1 (DCU) (SHEED) 2 (DCU)

REFUEL VALVE (DCU) (SHEED) (refueling on batteries with emergency)

FUEL IMBALANCE A319/A320
 WING TK Fuel, max 15000kg
 INNER TK 4300kg, max 15000kg
 INNER TK 2250kg, max 2250kg
 no limitations below 2250kg
 OUTER TK max 600kg, if OUTER+INNER same
 or 500kg of empty OUTER equal or higher (up to 30 of opposite INNER)

* all others from type



Airbus A320dispatch Deviation Guide

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Airbus A32dispatch Deviation Guide:

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