

BLEED

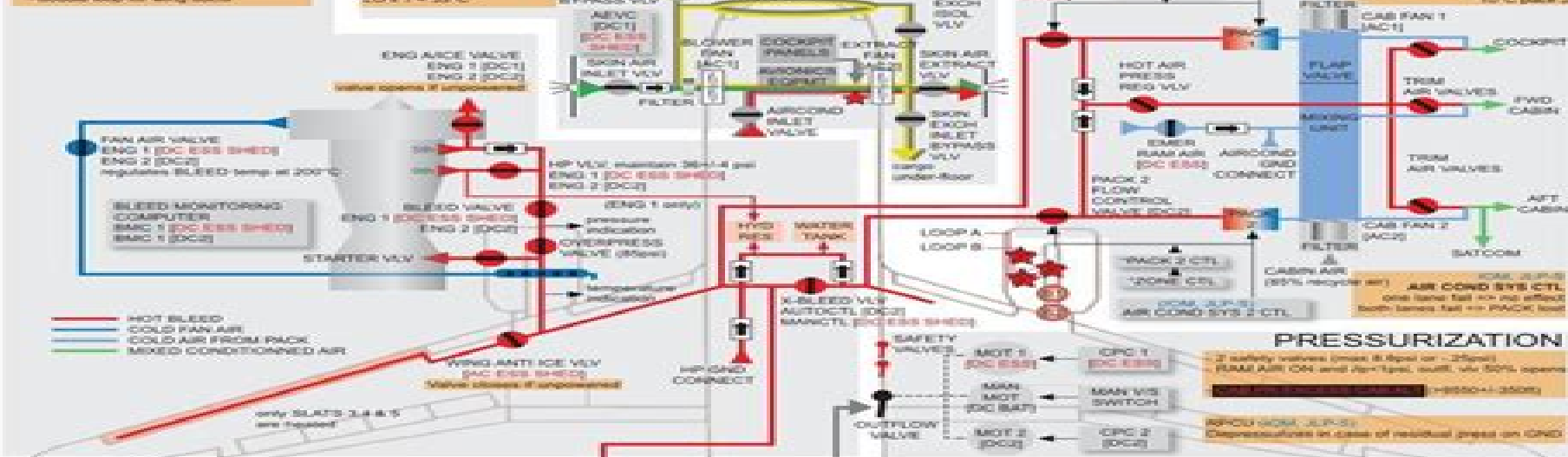
CAUTION, do not use HP GND air with APU bleed

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/25°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 100% (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 5533kg

REFUEL VALVE (DC) refueling on batteries with (ignoring)

REFUEL COUPLING

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

LP VALVE MOT 1 [DC] MOT 2 [DC]

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

PUMP LH1 [AC1] [AC2] [DC1] [DC2]

PUMP LH2 [AC1] [AC2] [DC1] [DC2]

PUMP CTRG [AC1] [AC2] [DC1] [DC2]

TANK PUMPS

FUEL TEMPERATURE
JET A1 max -43°C max +54°C
JET A max -36°C max +54°C

CENTER TANK 5437kg

X-FEED MOT 1 [DC] MOT 2 [DC]

DEFUEL XFR VLV

A320 A321

CTR XFR VLV [AC1] [AC2] [DC1] [DC2]

WING PUMPS

WING TANKS 2 x 5084kg* 2 x 5221kg (COM)

REFUEL VALVE

REFUEL COUPLING

A321

TOTAL CAPACITY (den 0.785kg/l)
18605kg
18879kg (COM)

VENT TANK ~50kg

FUEL NOZZLES ENG1 [DC BAT] ENG2 [DC]

HP VLV [DC ESS]

FUEL METERING VLV

DO OIL COOLER

SERVO FUEL HEATER

COIL VALVE MOT 1 [DC ESS] MOT 2 [DC]

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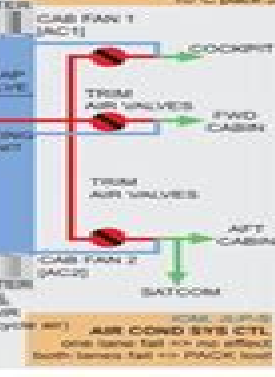
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VENT TANK ~50kg

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 vlv
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



PRESSURIZATION

2 safety valves (press 8.5psi or ~25psi)
- FUEL AIR ON and Jm 1psi, outfl. vlv 50% opens
- PRESSURIZATION ~ 8500ft ~ 3500ft

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

APU UP VLV [DC BAT] [HOT 1]

APU PUMP [DC BAT] [DC ESS SHED]

APU BLEED VALVE [DC BAT]

APU STARTER [DC]

APU FUEL FLOW ~ 130 kg/hr

APU auto extinguish [DC BAT]

APU auto extinguish [DC BAT]

APU auto extinguish [DC BAT]

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ENGINE

* all others from type

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Airbus Aircraft Schematic Manual

Julia Schneider



Airbus Aircraft Schematic Manual:

Airbus Aircraft Schematic Manual Book Review: Unveiling the Power of Words

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