

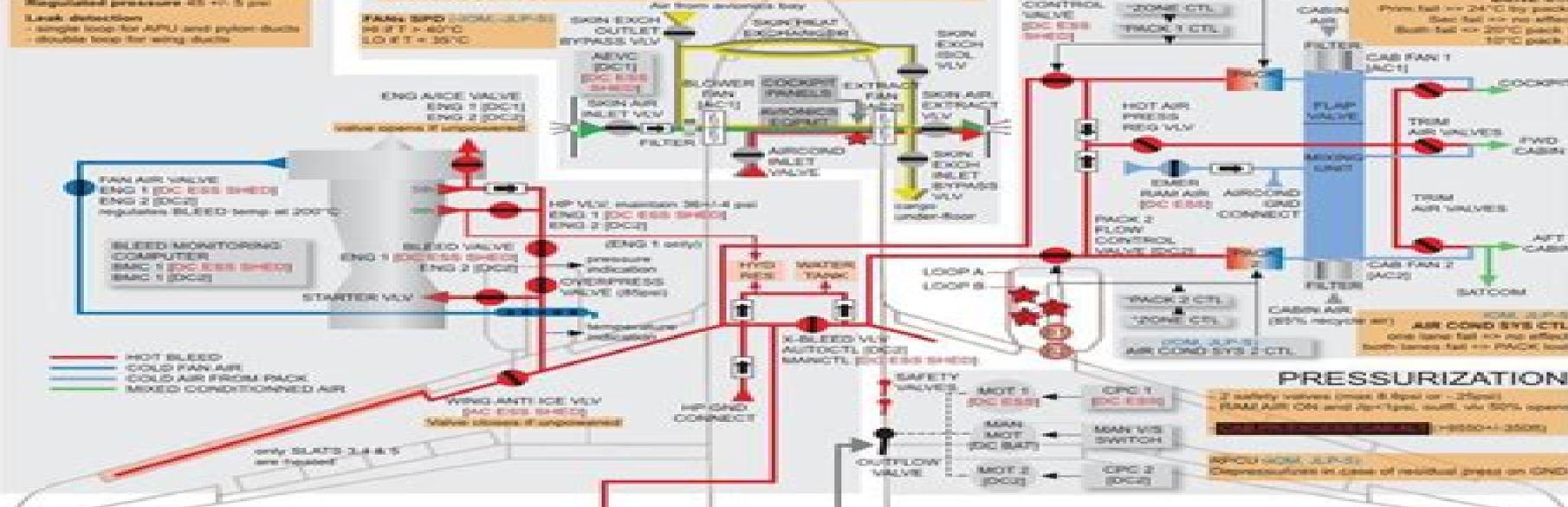
## BLEED

**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<=37°C) or FLT (24°C<=T<=35°C)  
**INTERMEDIATE:** 2 (24°C<=T<=29°C) then EXTRACT VLV partially opens  
**OPEN:** on GND (24°C<=T<=37°C)  
**SMOKE CONFIG**



**CAUTION:** do not use GND AIRCOND air with air from packs simultaneously

## AIRCOND

**PACK CTL:**  
 From fail => neg. test not required  
 Sec fail => ECAM signal test  
 Both fail => 3-35°C in A\* by active vlv  
**ZONE CTL:**  
 From fail => 24°C for pack 1  
 Sec fail => no effect  
 Both lanes fail => pack 2 15°C pack 2

## PRESSURIZATION

2 safety valves (press 8.5psi or -25psi)  
 - FAN AIR ON and JLP-1 test, outfl. vlv 50% opens  
 - PRESSURIZATION => 8500ft - 3500ft  
 - APU (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 [DC] [ESS], loop B [DC] [ESS]  
 ENG 2 loop A [DC] [ESS], loop B [DC] [ESS]  
 APU loop A & B [DC] [BAT]  
 ENG 1&2 STL 1 (HOT I) [DC] [ESS] 1 (HOT I) 1 (HOT I)  
 ENG 1&2 STL 2 (HOT I) [DC] [ESS] 2 (HOT I) 2 (HOT I)  
 APU STL (HOT I) [DC] [BAT] 2 (HOT I) 2 (HOT I)  
 APU STL (HOT I) [DC] [BAT] 2 (HOT I) 2 (HOT I)  
 APU auto extinguish [DC] [BAT]

## 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: max 15 hrs APU max start cycles: 5, then 3, then 3, 80min 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 AICE not permitted  
 APU FUEL FLOW = 130 kg/hr

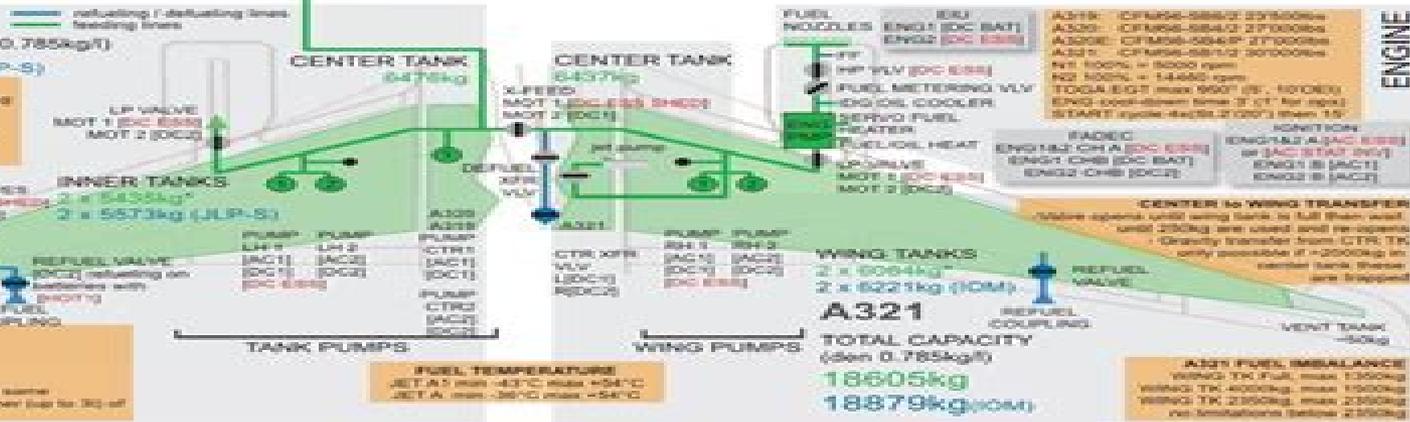
## FUEL A319/A320

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

**OUTER IN INNER TRANSFER:**  
 - XFR valves open when 2000R lower - 750kg  
 - F/O only with Outer TK full  
 - Automatic XFR after landing  
 - In event, transfer DEFUEL panel (PWR ON) or transfer via DEFUELOVR valve

**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 50% of empty OUTER equal or higher (up to 30 of opposite INNER)

\* all others from type



# Airbus A320 Dispatch Deviation Guide

**Rosina Ehmann**



## **Airbus A320 Dispatch Deviation Guide:**

## Embracing the Tune of Term: An Emotional Symphony within **Airbus A320 Dispatch Deviation Guide**

In some sort of consumed by monitors and the ceaseless chatter of quick transmission, the melodic beauty and mental symphony created by the written word usually diminish into the background, eclipsed by the constant sound and disturbances that permeate our lives. But, set within the pages of **Airbus A320 Dispatch Deviation Guide** a charming fictional prize filled with raw emotions, lies an immersive symphony waiting to be embraced. Constructed by an outstanding musician of language, this captivating masterpiece conducts readers on an emotional journey, well unraveling the hidden songs and profound influence resonating within each carefully crafted phrase. Within the depths of this moving evaluation, we shall discover the book is main harmonies, analyze its enthralling publishing type, and surrender ourselves to the profound resonance that echoes in the depths of readers souls.

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