

A319 / 320 / 321 AOM

FUEL

Surge tank	Outer wing tank 1560 lbs. (N/A 321)	Inner wing tank 12,190 lbs.	Center tank 14,500 lbs.	Inner wing tank 12,190 lbs.	Outer wing tank 1560 lbs. (N/A 321)	Surge tank
				A321 only: 2 Additional Center Tanks 10,500 lbs		

A319/320:

Total Left Wing Fuel 13,750	Total Center Fuel 14,500 lbs.	Total Right Wing Fuel 13,750
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A321:

Total Left Wing Fuel 13,750	Total Center Fuel 25,000 lbs.	Total Right Wing Fuel 13,750
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Total Fuel – A319/320: 42,000 lbs., A321: 52,500 (memory limitation)

Fuel Philosophy: Fuel in center last, fuel in center burned first (PH 9.1.1).

Takeoff on center tank prohibited (PH 2.8.3)

The center tank pumps run at a higher override pressure so the center tank fuel will be burned before the wing tank fuel will be even though center and wing pumps are both providing fuel pressure to the manifold at the same time.

Fuel is kept in outer wing tanks as long as possible to reduce wing bending moment.

If both pumps in same tank fail, only the inner wing tanks can suction feed. Center tank fuel would be unusable.

APU fuel is drawn from the left fuel manifold. The APU normally uses the tank pump pressure but has its own fuel pump that it will use if no other fuel pump pressure is available.

Losing one center pump requires opening crossfeed valve (one ECAM chime)

Losing one inner tank pump just requires turning off the pump switch (no chime)

Losing two center tank pumps will make any remaining center fuel unusable.

Airbus A320 Dispatch Deviation Guide

Donald J. Clausing



Airbus A320 Dispatch Deviation Guide:

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