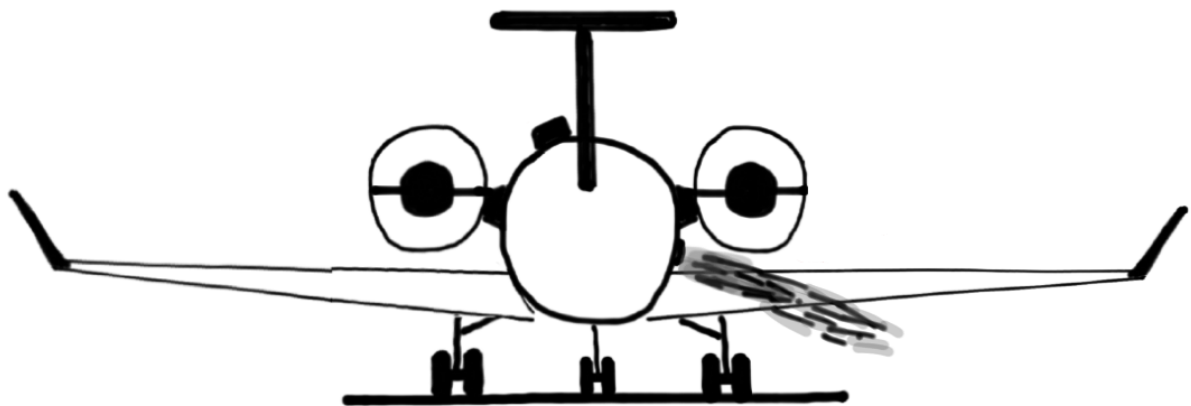


G550

Auxiliary

Power

Unit



For study purposes only

HONEYWELL RE220

The purpose of The APU is To supply AN AUXILIARY SOURCE of:

① ELECTRICAL AC POWER > ON GROUND
② PNEUMATIC BLEED AIR

① BACKUP ELECTRICAL AC POWER > In flight
② PNEUMATIC BLEED AIR FOR ENGINE AIR START

- APU is POWERED by A DEDICATED SINGLE shaft, CONSTANT SPEED GAS TURBINE

- APU is CONTROLLED by AN ELECTRONIC CONTROL UNIT (ECU)

ECU

- APU is SELF MONITORING AND will PROTECT ITSELF AGAINST faults with AN AUTOMATIC SHUTDOWN



- APU is ENCLOSED in A FIREPROOF TITANIUM CASE

- APU CANNOT BE USED FOR PRESSURIZATION


- APU EGT Limits:

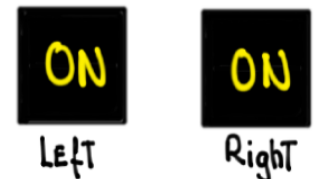
- START = 1050°C
- RUNNING = 732°C

- APU HAS A FULLY AUTOMATIC START SEQUENCE

- THE APU CAN BE STARTED WITH   POWER



- MINIMUM MAIN BATTERIES VOLTAGE FOR APU START: 22 VOLTS

(APU STARTER USES  ONLY BUT BOTH MAIN BATTERIES SWITCHES MUST BE SELECTED ON)



- APU STARTER LIMITS:

- THREE (3) CONSECUTIVE START ATTEMPTS FOLLOWED BY A ONE (1) HOUR COOLING PERIOD
- SIX (6) SUCCESSFUL AND CONSECUTIVE STARTS WITH A TEN (10) MINUTE INTERVAL BETWEEN STARTS

- EXTERNAL  POWER  : THREE (3) START ATTEMPTS WITH A FIFTEEN (15) MINUTE INTERVAL BETWEEN STARTS FOLLOWED BY A ONE (1) HOUR COOLING PERIOD

- MAXIMUM APU RPM (ROTOR SPEED): 106%
- UNATTENDED GROUND OPERATION IS PROHIBITED
- APU FUEL BURN IS 264 POUNDS/HOUR

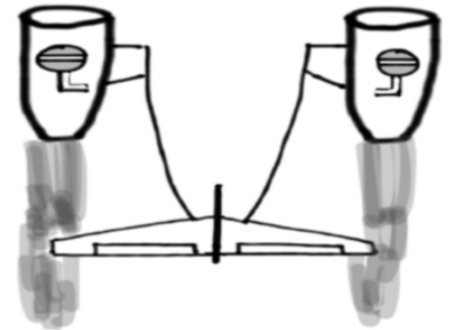


MCDU/PERF INDEX/FUEL MGT/2/2

- ENGINE BLEED AIR OFF (APU BLEED AIR ON) TAKEOFF

- QRH ALTERNATE NORMALS
BLEED OFF TAKEOFF PROCEDURE

- APU BLEED AIR / 1,500' AGL
1.4% GROSS WEIGHT INCREASE
PERFORMANCE HANDBOOK



- MAXIMUM OPERATING ALTITUDE: 45,000'
- APU OIL TANK HEATED +21° TO +43° C REGARDLESS OF WHETHER THE APU IS IN USE OR NOT TO ENSURE IT IS ALWAYS READY FOR START

APU MASTER Switch

① MASTER switch

MASTER



MASTER

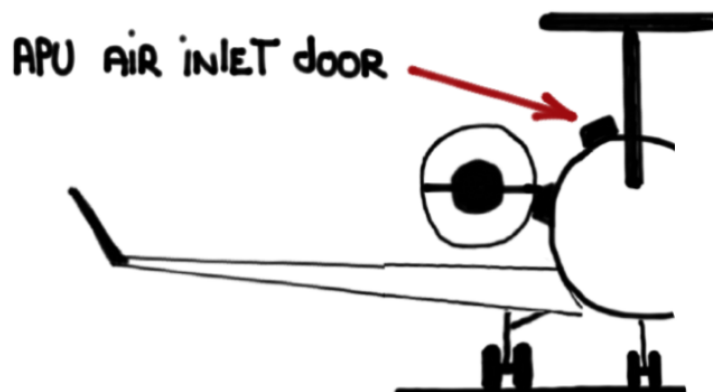


- THE ELECTRONIC CONTROL UNIT **ECU** IS POWERED

- PRE-START BUILD-IN-TEST (BIT) IS PERFORMED
- APU OIL TEMPERATURE IS SENSED
- APU FUEL SHUTOFF VALVE OPENS
- APU AIR INLET DOOR (L SIDE) OPENS

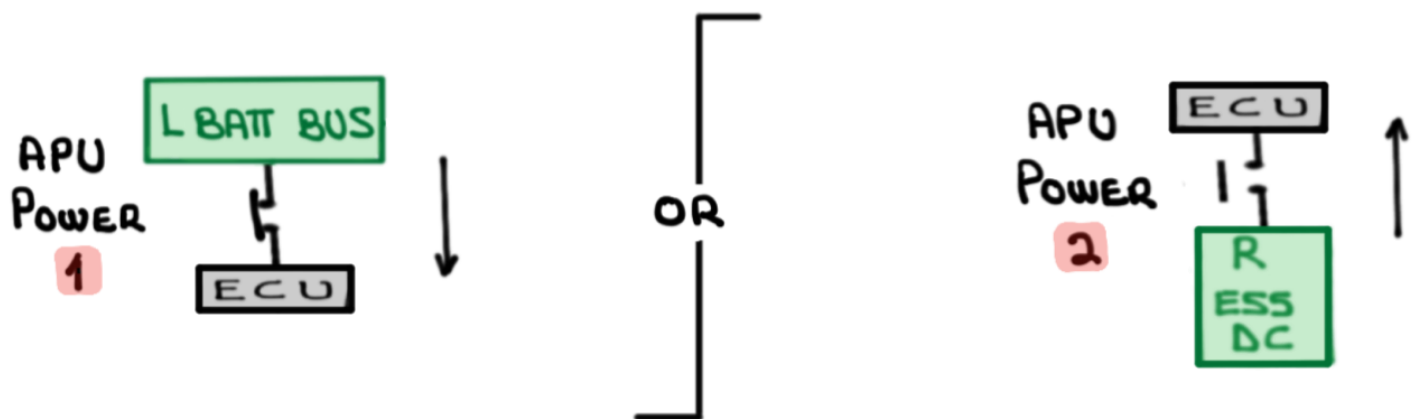
- IF ALL PARAMETERS OK THE APU **READY** ILLUMINATES

IT IS STILL POSSIBLE TO START THE APU IN THE ABSENCE OF AN APU **READY** LIGHT PROVIDED THE APU AIR INLET DOOR IS VISUALLY CONFIRMED AS OPEN



ELECTRONIC CONTROL UNIT (ECU)

- The **ECU**, THE BRAINS OF THE APU, IS A MICROPROCESSOR WITH EMBEDDED SOFTWARE
- IT AUTOMATICALLY CONTROLS THE APU AND INTERFACES WITH SUBSYSTEMS
- IT IS LOCATED IN THE AFT ELECTRONIC EQUIPMENT RACK (AEER)
- IT IS POWERED THROUGH THE **MASTER ON** SWITCH



THE **ECU** SELECTS ONE OF THE TWO POWER SOURCES IF BOTH ARE AVAILABLE

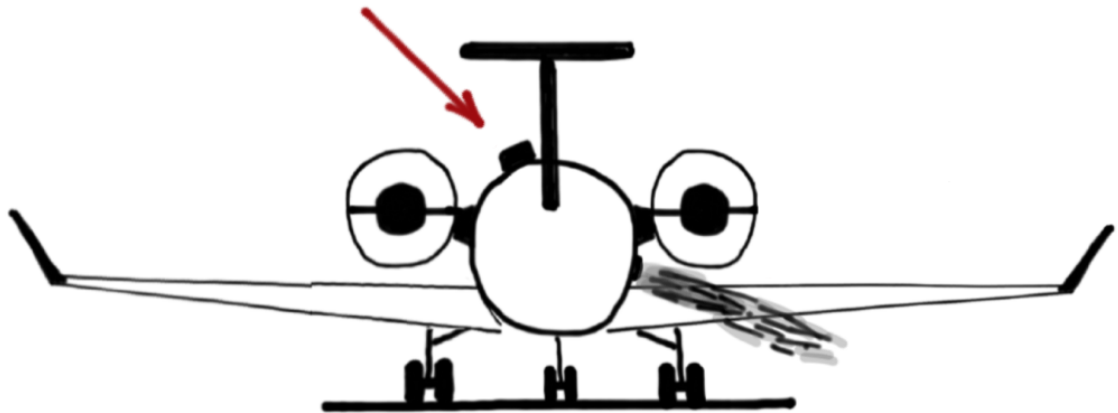
- The **ECU**

① MAINTAINS REQUIRED RPM AND SAFE EGT DURING:

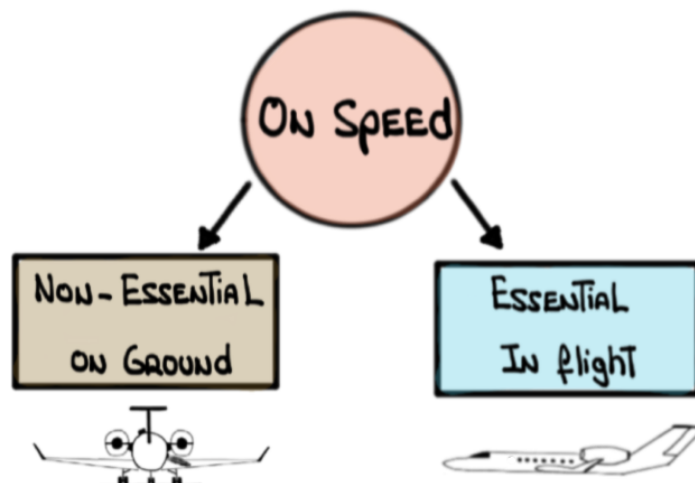
- START
- ACCELERATION
- Idle
- Full load OPERATION

② MONITORS OPERATIONAL limits

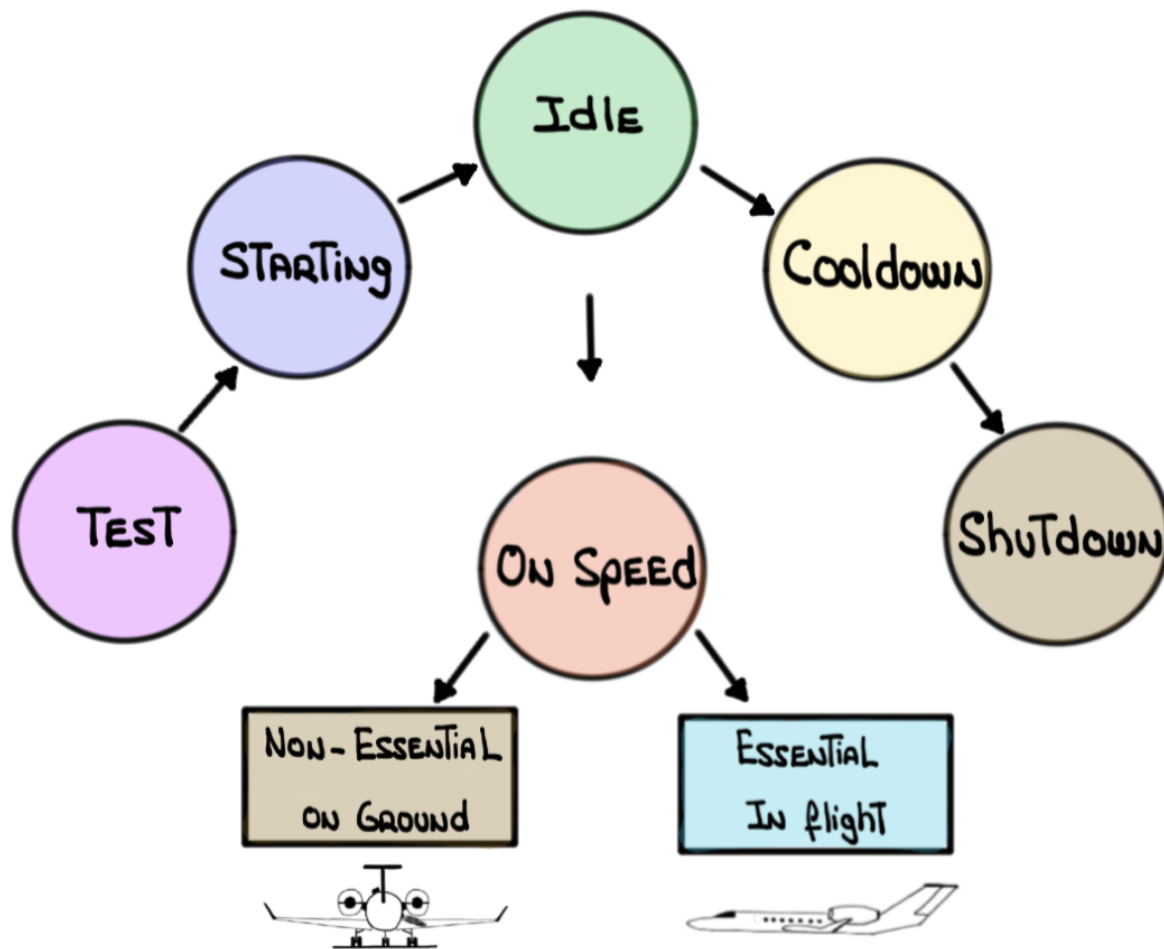
③ CONTROLS AIR INLET door



④ CONTROLS protective shutdowns



- Six (6) OPERATIONAL MODES:



- Auto PROTECTIVE Shutdowns:

The **ECU** provides OPERATIONAL PROTECTION FOR THE APU by shutting it down if OPERATING PARAMETERS ARE EXCEEDED OR if a **FIRE** is DETECTED WITHIN THE APU housing

The **ECU** USES TWO (2) SETS OF OPERATING LIMITS:

NON-ESSENTIAL
ON GROUND



ESSENTIAL
IN FLIGHT



① NON-ESSENTIAL (ON GROUND):


THE APU WILL AUTOMATICALLY SHUTDOWN IN ORDER TO PROTECT ITSELF IN THE EVENT OF ANY DISCREPANCIES

- COOL-DOWN MODE IS BYPASSED
- APU'S FUEL SHUTOFF VALVE IS CLOSED
- APU SHUTS DOWN

② ESSENTIAL (IN FLIGHT):

APU ESSENTIAL

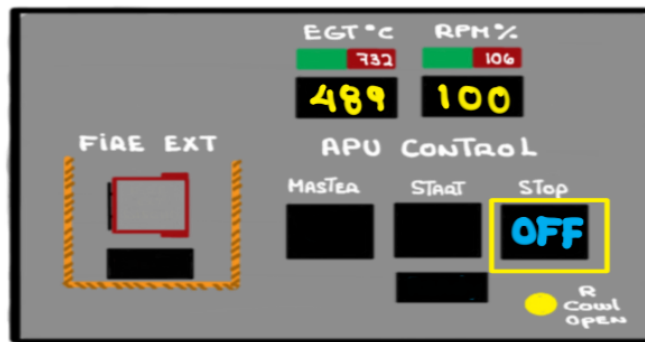
IN ESSENTIAL MODE THE APU WILL NOT AUTOMATICALLY SHUTDOWN FOR CERTAIN FAILURES. THE SAFE CONDITION OF THE AIRCRAFT TAKES PRECEDENCE OVER ANY POSSIBLE DAMAGE TO THE APU

- APU OPERATING **In flight** 
- FAULT DETECTED
- CREW NOTIFIED VIA CAS MESSAGE



If THE APU is NOT NEEDED:

- SHUT IT DOWN WITH THE STOP SWITCH



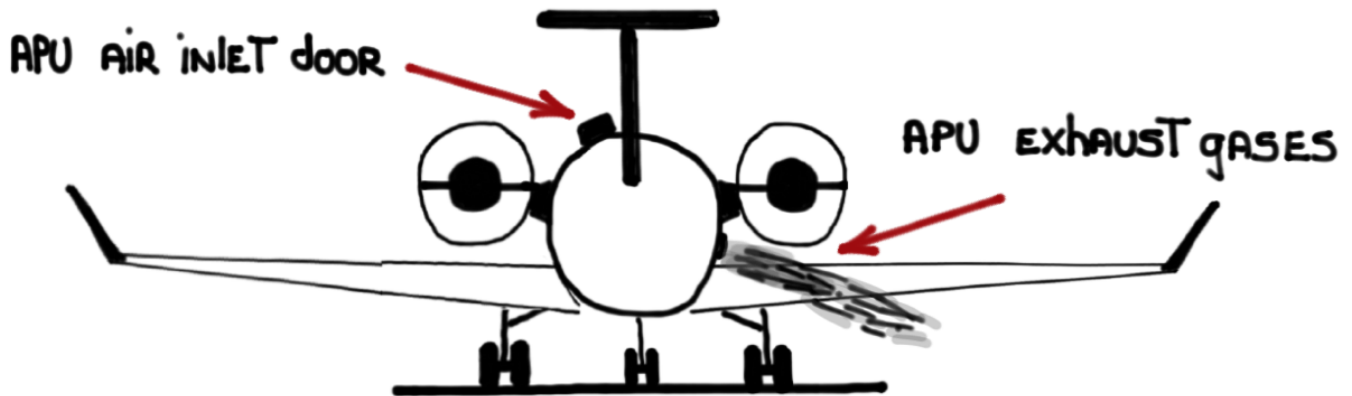
- RESTART IS POSSIBLE IF STILL AIRBORNE

If THE APU is NEEDED:

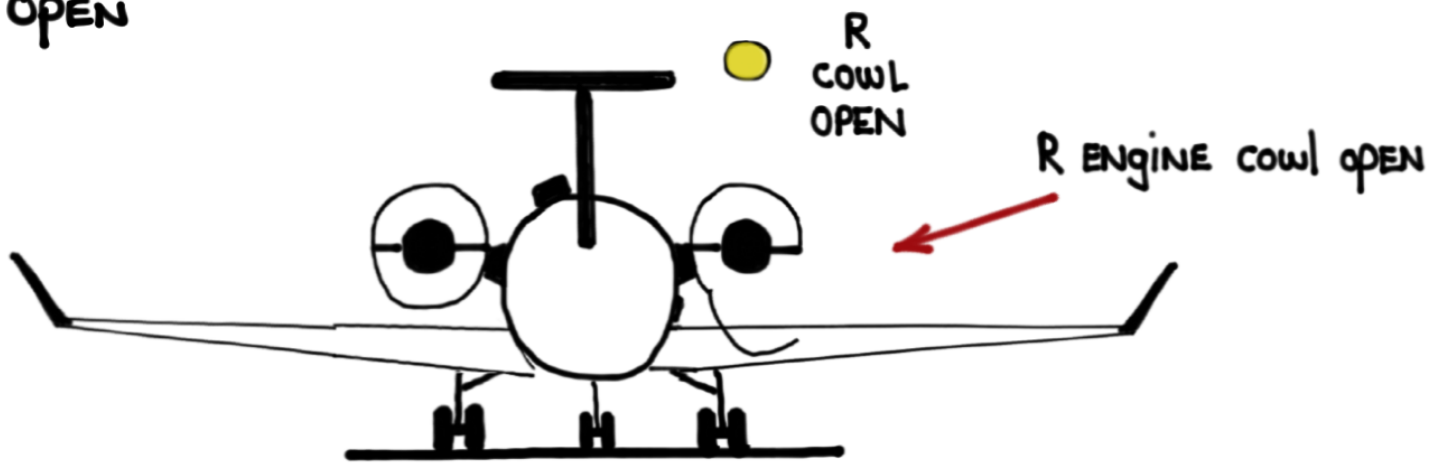
- ALLOW APU TO CONTINUE RUNNING
- AFTER LANDING THE APU REMAINS IN ESSENTIAL MODE FOR FIFTEEN (15) MINUTES BEFORE THE **ECU** SHUTS IT DOWN. IF NOT NEEDED SHUT IT DOWN

R Cowl OPEN Light

APU EXHAUST IS EXHAUSTED OVERBOARD ON THE AFT LOWER RIGHT SIDE OF THE FUSELAGE UNDER THE ENGINE PYLON

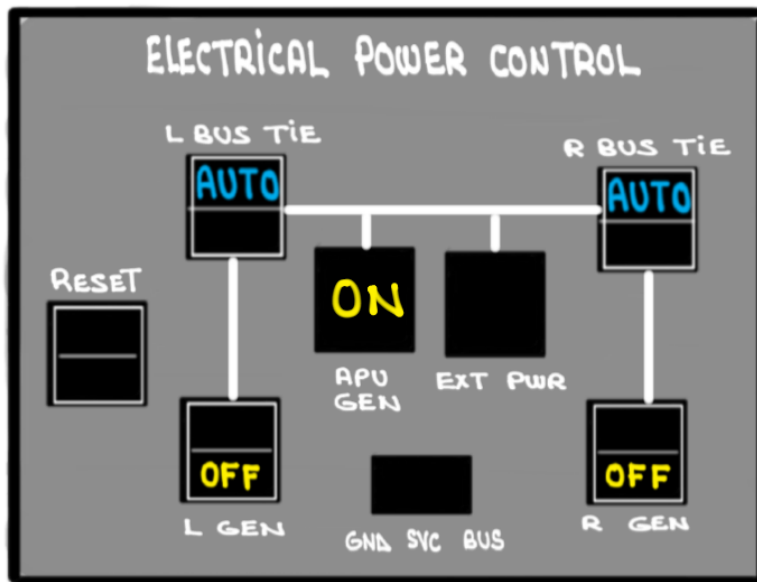


TO PREVENT DAMAGE TO THE ENGINE COWL DURING MAINTENANCE THE STARTER IS INHIBITED WITH THE COWL OPEN

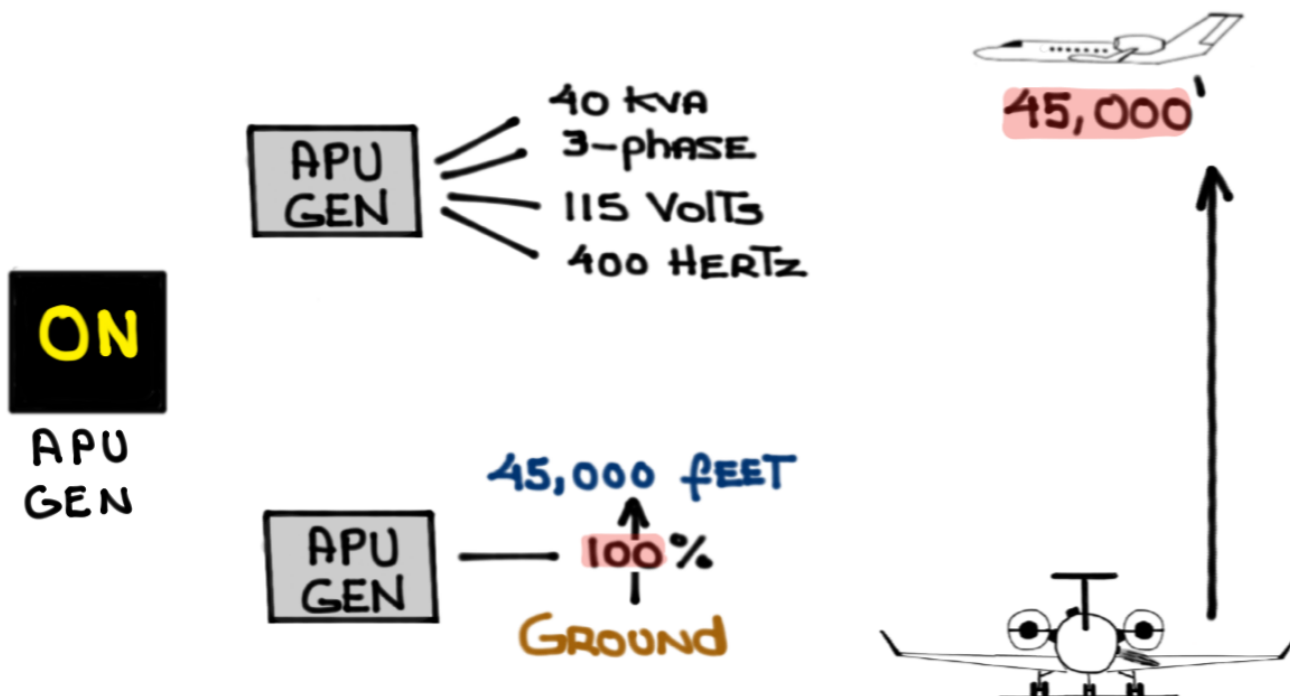


STARTER IS NOT INHIBITED IN FLIGHT

APU GENERATOR

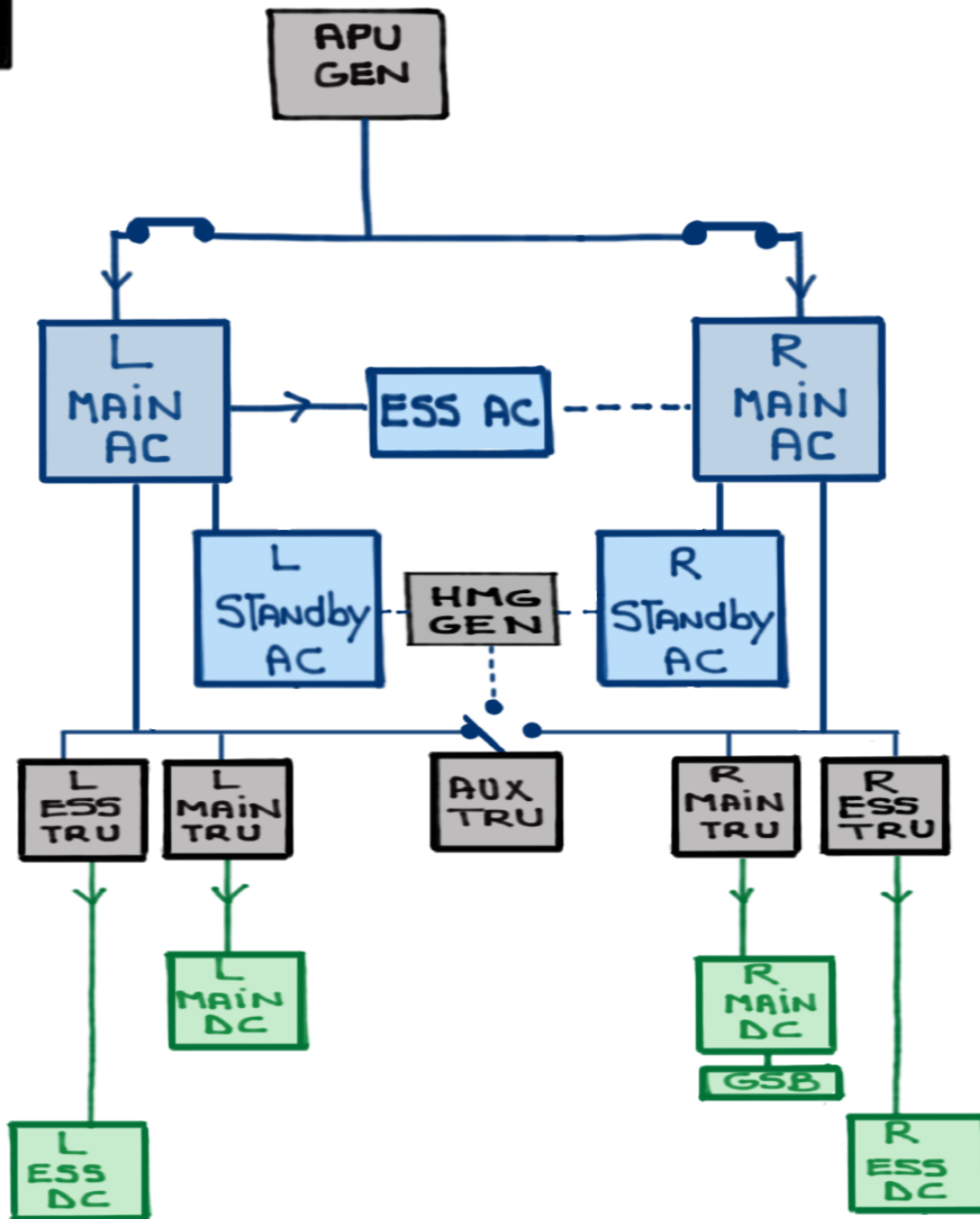


- The APU provides an auxiliary source of:
 - ① Electrical **AC** power - **On Ground**
 - ② Backup Electrical **AC** power - **In flight**
- The APU GEN RUNS AT A CONSTANT speed

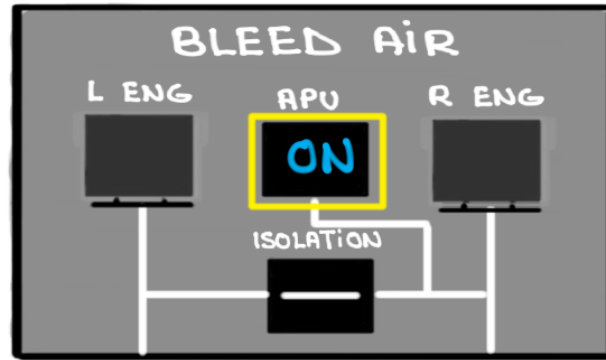


- When The APU REACHES 99% RPM plus Two (2) SECONDS THE APU GENERATOR COMES ONLINE AND CAN POWER ALL AC AND DC BUSES

ON
APU
GEN



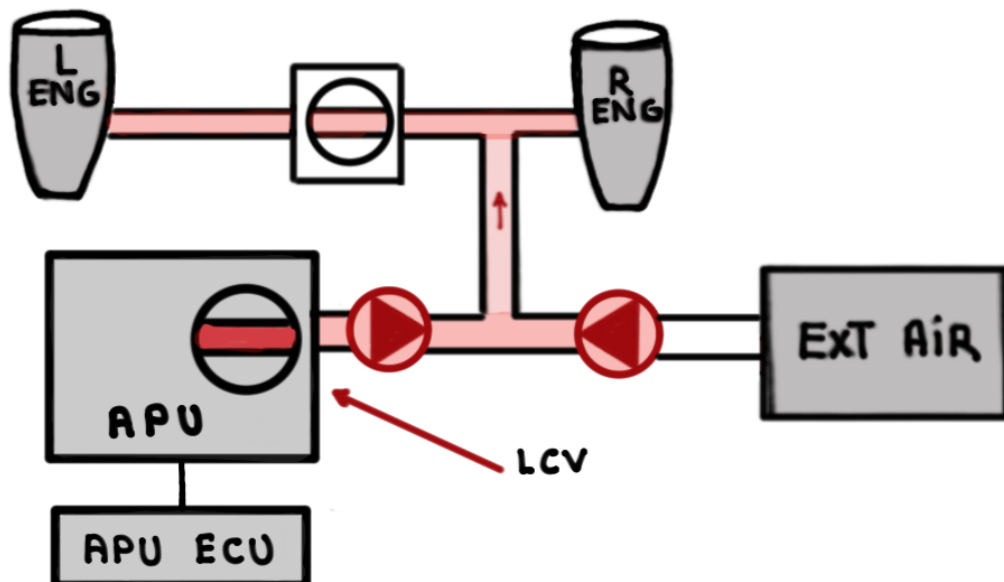
APU BLEED AIR



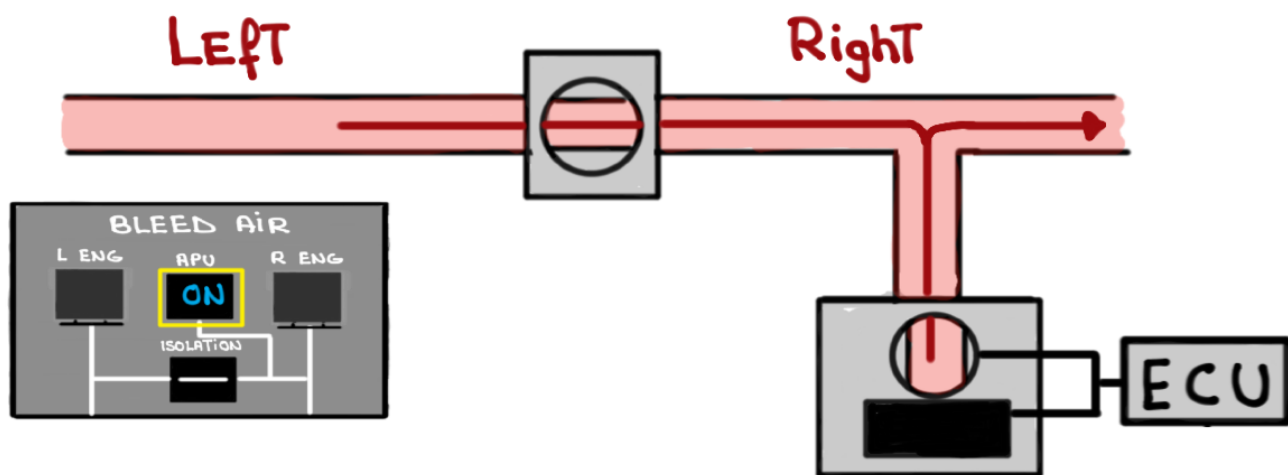
- The APU provides:

- **On ground:** bleed air for air conditioning and engine start
- **In flight:** bleed air for assisted air starts

- The APU's Load Control Valve (LCV) allows **High pressure/temperature** air into the left and right pneumatic manifolds

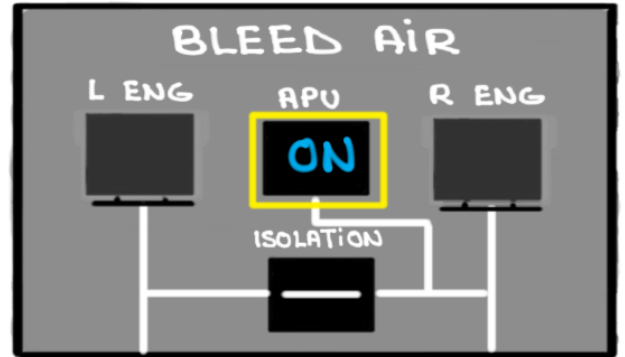


- APU bleed air plumbing connects directly to the **Right** manifold
- After the APU is started on the ground the LCV will not open for sixty (60) seconds to allow the APU to operate in a lightly loaded condition (low EGT)
- Selection of APU bleed air automatically opens the isolation valve to allow bleed air to enter the **Left** manifold

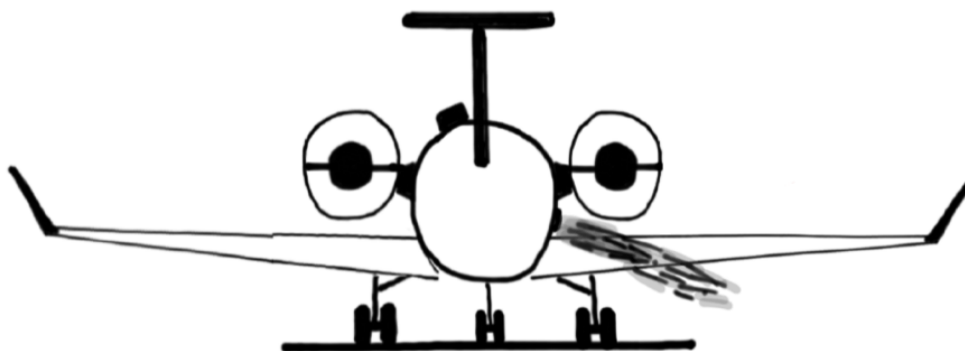
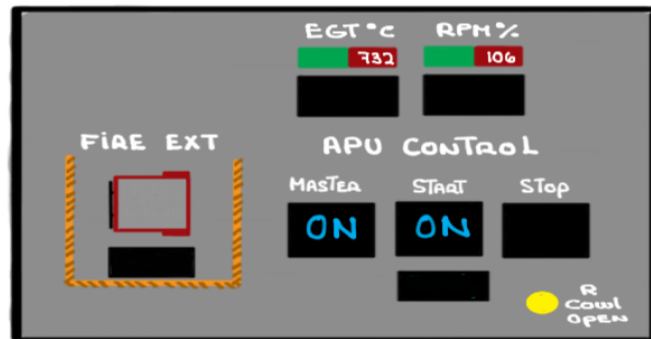


- If the EGT is warm ($> 149^{\circ}\text{C}$) the sixty (60) second time delay is removed and APU pneumatic air will be available immediately
- APU bleed air is available immediately to restart an engine in flight

- APU bleed air is available To START The ENGINES ON THE
On ground OR **In flight** from S.L. To **30,000'** *



* BR710C4-11 ≤ **25,000'**

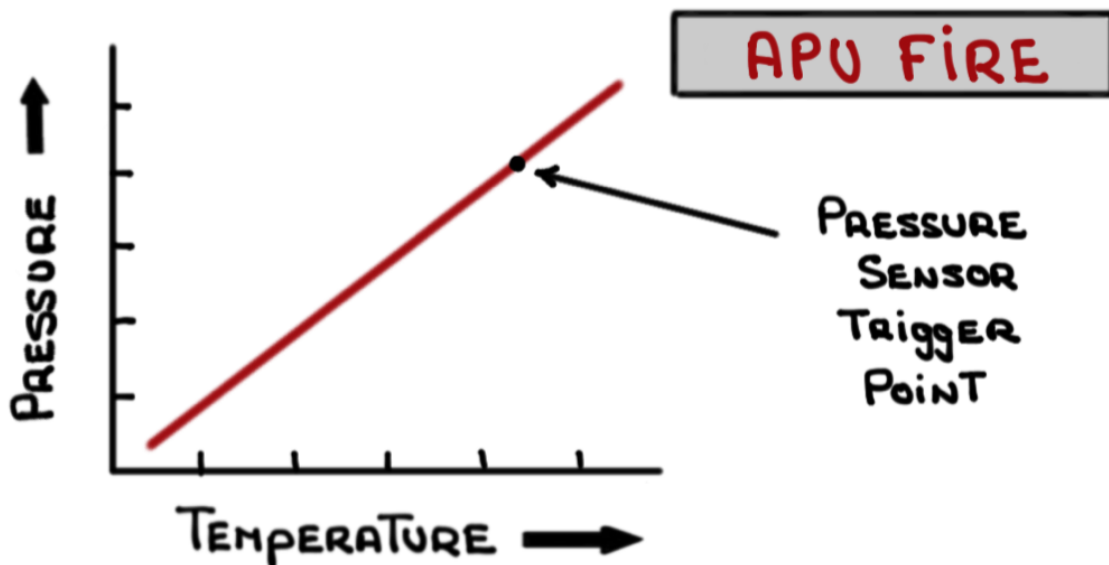


30,000'

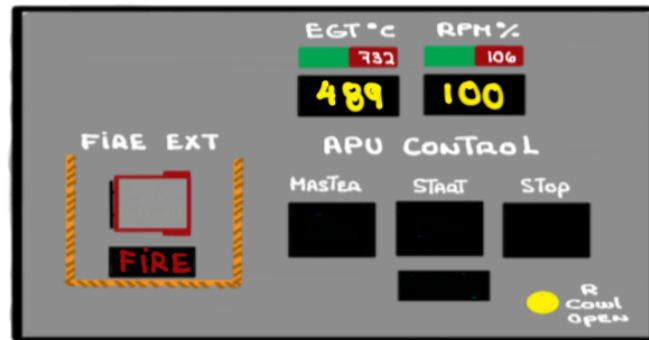


APU FIRE DETECTION SYSTEM

- The APU is ENCLOSED in a TITANIUM CASE CAPABLE of CONTAINING A FIRE for FIFTEEN (15) MINUTES. BEYOND THIS PERIOD DAMAGE TO OTHER SYSTEMS WILL OCCUR
- The APU OVERHEAT/FIRE DETECTION SYSTEM CONSISTS of a HERMETICALLY SEALED HELIUM-FILLED TUBE SECURED TO THE TOP of THE APU ENCLOSURE
- AS THE TEMPERATURE INSIDE THE ENCLOSURE INCREASES THE GAS IN THE TUBE EXPANDS AND THE PRESSURE INCREASES



- A large TEMPERATURE INCREASE ON A small length of tube indicates a FIRE



▲ FIRE BELL (On ground only)

▲ APU ECU

- CLOSES APU fuel supply valve
- CLOSES LOAD CONTROL VALVE
- SHUTS off APU GENERATOR
- CLOSES APU INLET DOOR

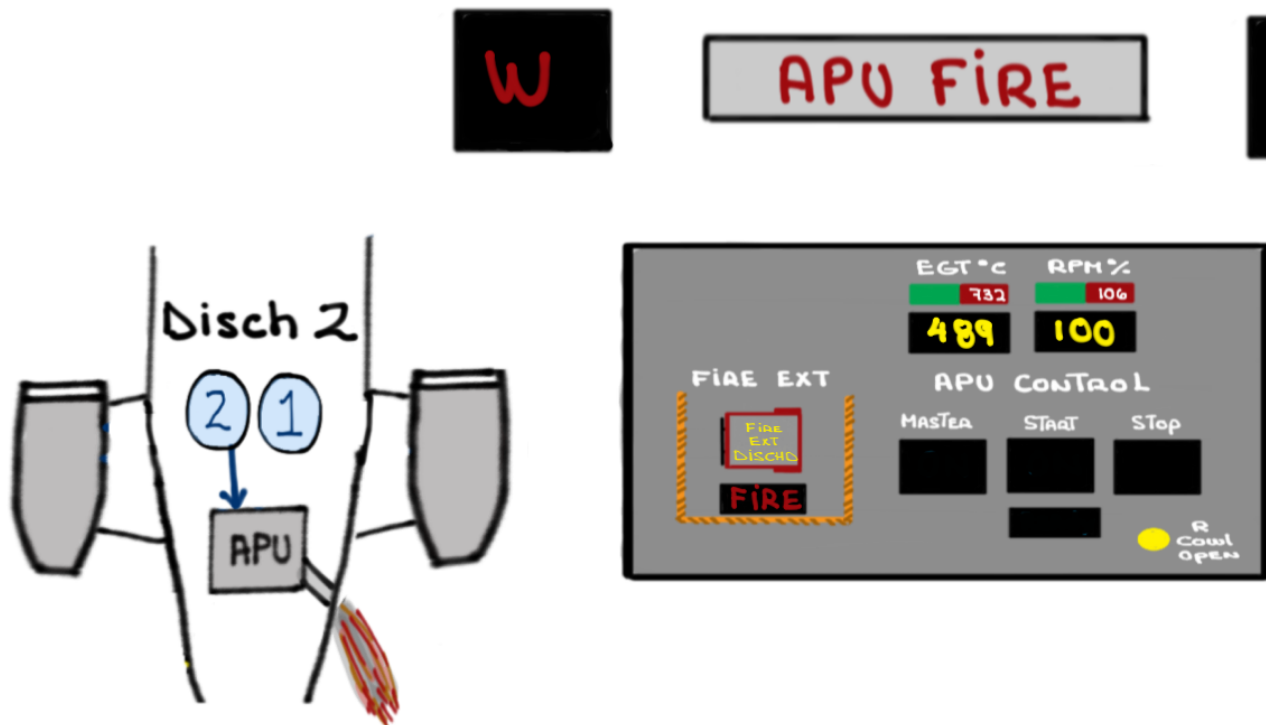
APU FIRE EXTINGUISHING SYSTEM

- The APU FIRE EXTINGUISHING SYSTEM is POWERED by THE

L
ESS
DC

bus (down To MAIN BATTERIES)

- FIRE EXTINGUISHING discharge switch (GUARDED) is located ON THE APU CONTROL PANEL



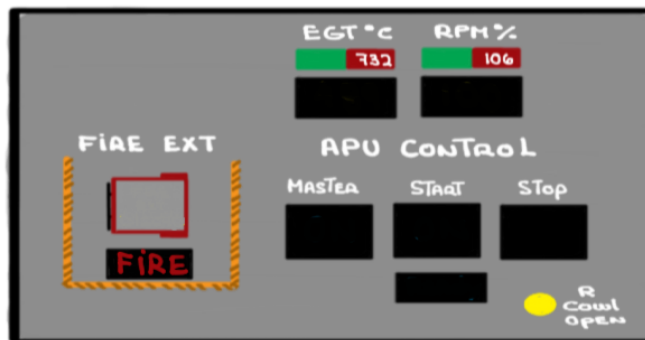
- Discharges LEFT fire bottle HALON INTO APU COMPARTMENT. Only ONE SHOT is AVAILABLE
- Discharge GENERATES THE following CAS MESSAGE:

L Fire BOTTLE Discharge

APU FIRE TEST

- PROPER TEST - Eight (8) indications

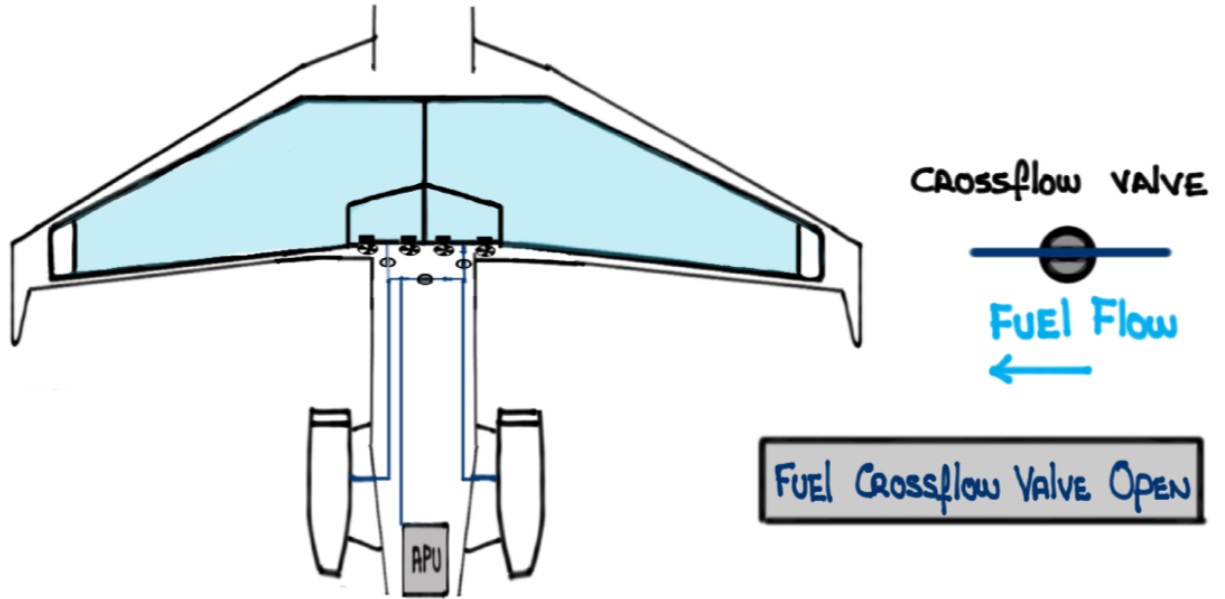
APU



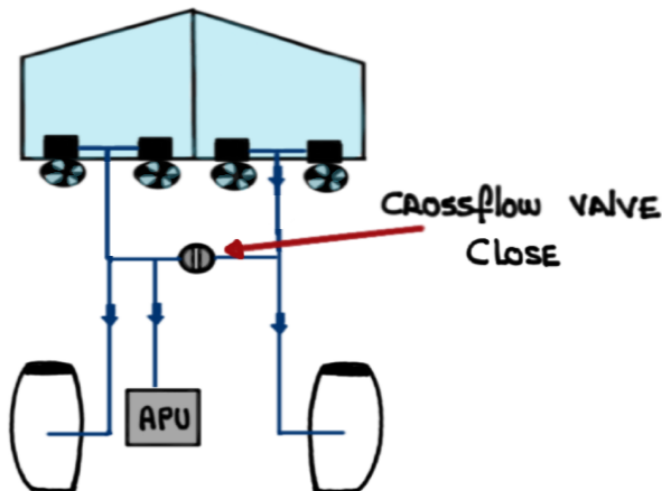
If on the ground a FIRE BELL (LOCATED IN THE NOSE WHEEL WELL) will sound

APU fuel supply

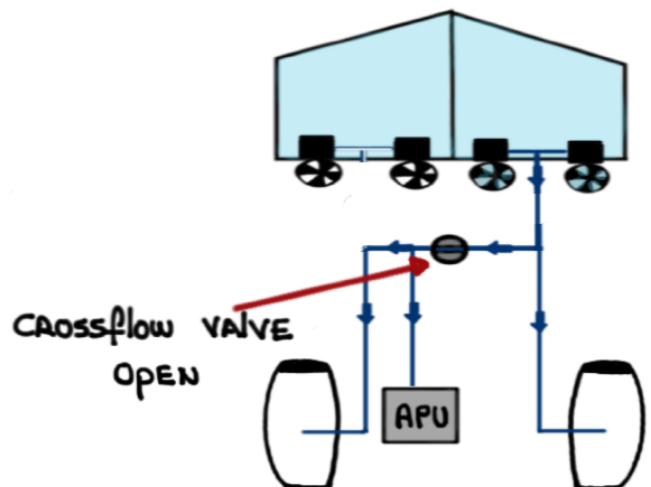
FUEL IS NORMALLY SUPPLIED FROM THE LEFT FUEL MANIFOLD BUT CAN ALSO BE SUPPLIED FROM THE RIGHT MANIFOLD BY TEMPORARILY OPENING THE CROSSFLOW VALVE



L MANIFOLD
To
APU



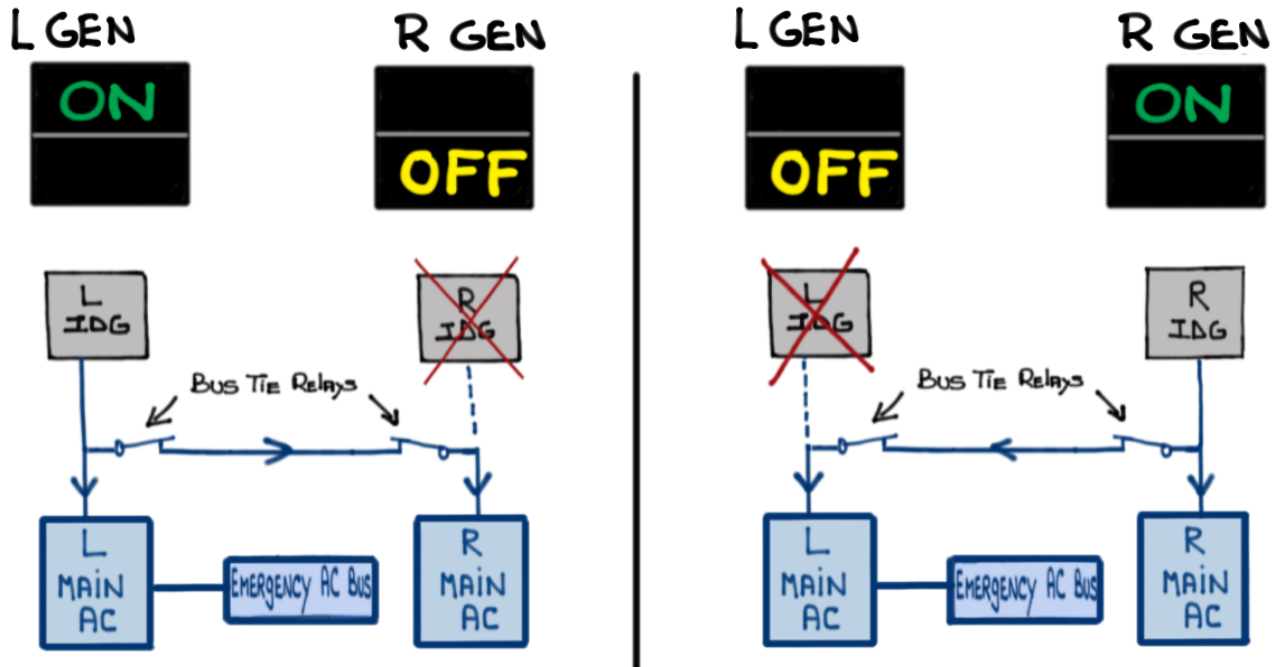
R MANIFOLD
To
APU



APU - In flight OPERATION

In flight OPERATION of THE APU is PROHIBITED EXCEPT:

- SINGLE IDG FAILURE

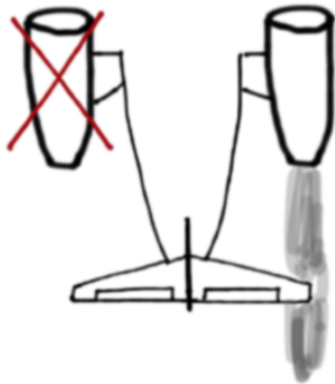


- DUAL IDG FAILURE

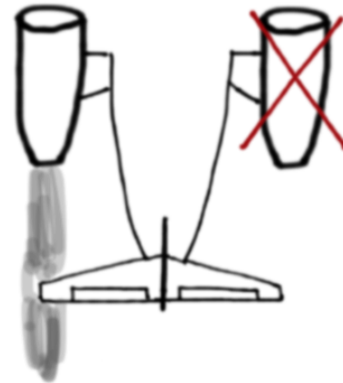


- Single ENGINE failure

L ENGINE FAIL

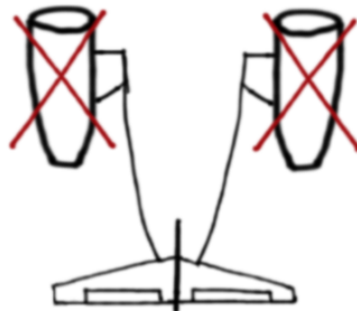


R ENGINE FAIL



- DUAL ENGINE failure

L-R ENGINE FAIL



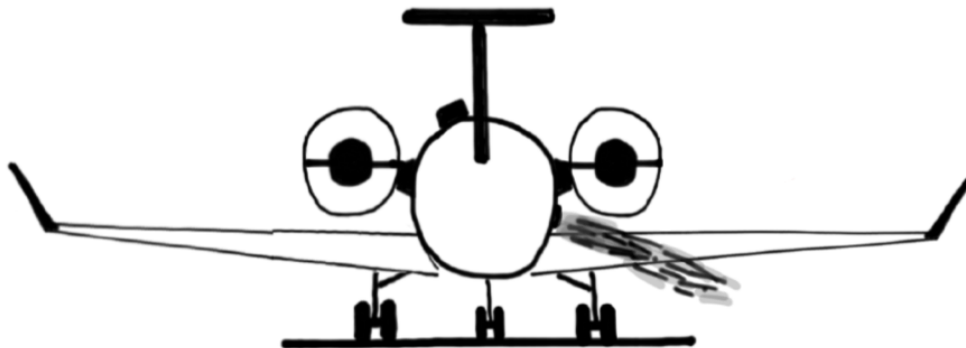
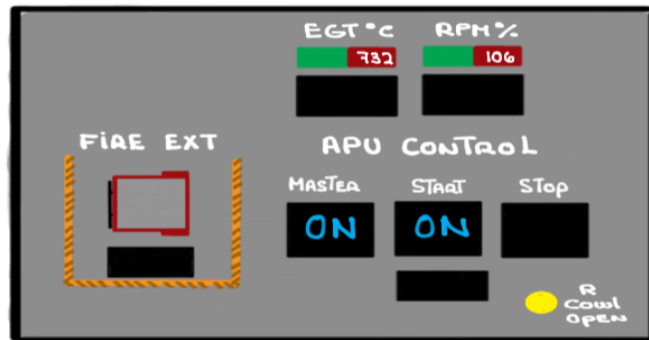
REFER TO AFM OIS **G550-2016-03** APU SEALANT

MAXIMUM ALTITUDE FOR START

STARTS ARE POSSIBLE FROM

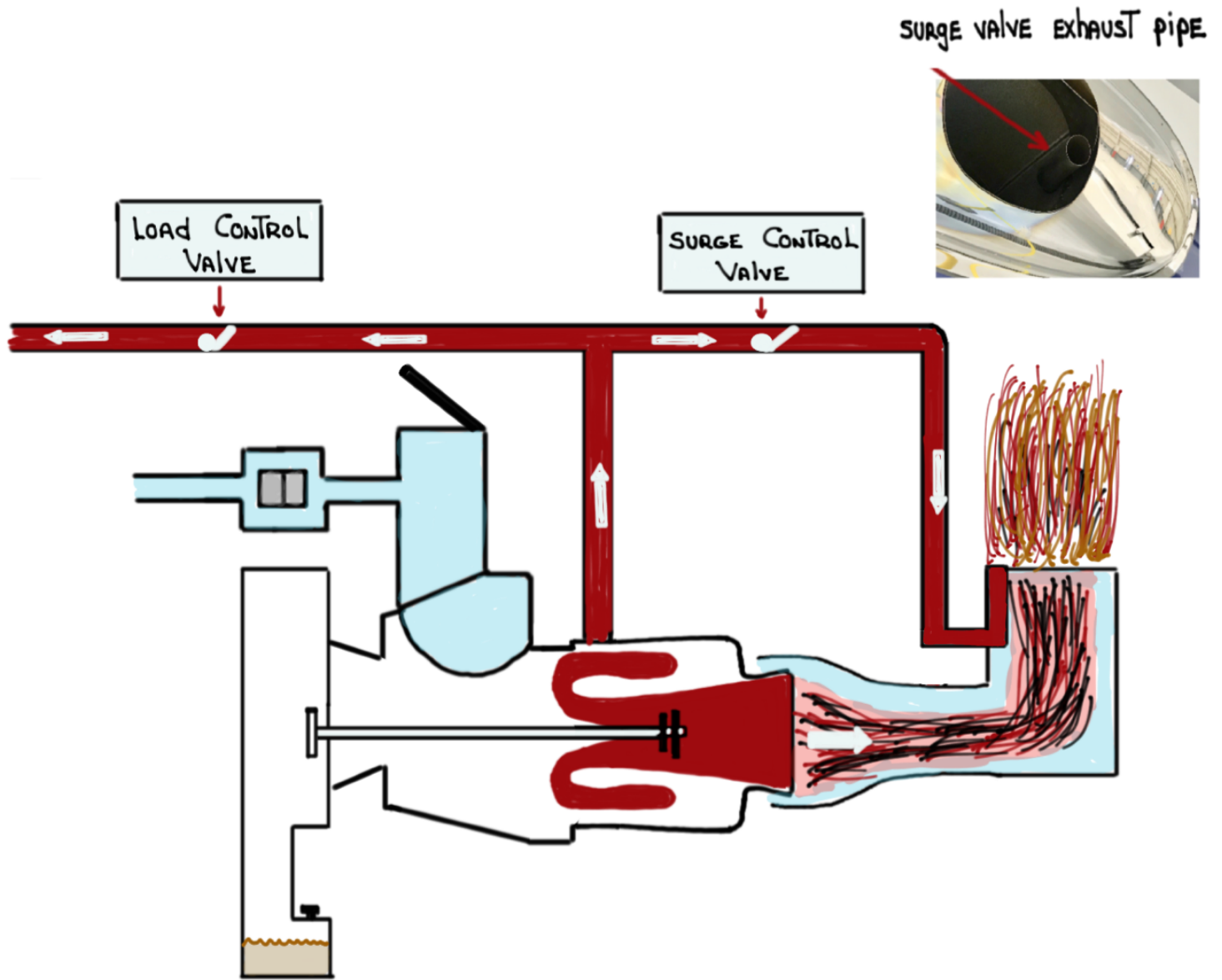
39,000' TO 43,000'

GUARANTEED START \leq 39,000'



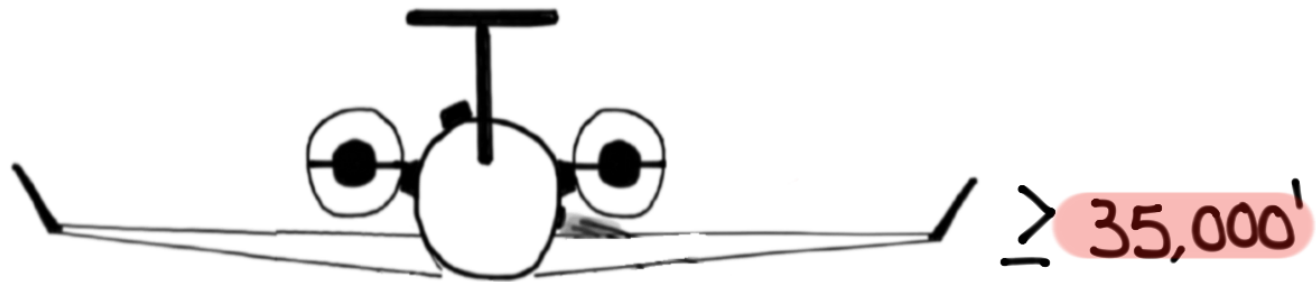
APU SURGE CONTROL VALVE

The **ECU** opens the SURGE CONTROL VALVE when the APU is started in flight $\geq 16,500'$. Its purpose is to PREVENT A COMPRESSOR STALL



APU BLEED AIR AUGMENTATION VALVE


THE BLEED AIR AUGMENTATION VALVE (BAAV) OPENS WHEN STARTING THE APU AT OR ABOVE 35,000' TO DIRECT 400° F ENGINE BLEED AIR INTO THE APU AIR INTAKE



THE BAAV REMAINS OPEN FOR FIFTEEN (15) SECONDS BEFORE THE ECU BEGINS THE START SEQUENCE

THE ECU AUTOMATICALLY CLOSES THE BAAV AFTER THE APU START SEQUENCE IS COMPLETED

APU SHUTDOWN

- When The STOP switch is PRESSED The  legend ILLUMINATES AND THE SHUTDOWN SEQUENCE COMMENCES



45,000'

- A. UNLOADS ELECTRICS AND BLEED AIR
- B. APU ENTERS COOL-DOWN MODE
 - RPM REMAINS AT 100% FOR 60 SECONDS
- C. AFTER COOL-DOWN THE ECU SIGNALS AN OVERSPEED CONDITION TO SHUT DOWN THE APU

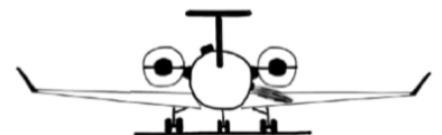
- D. ANY FAULTS DETECTED - CMC AND/OR CAS
- E. APU AIR INLET DOOR CLOSES

> 20,000'

≤ 20,000'

- A. UNLOADS ELECTRICS AND BLEED AIR
- B. APU ENTERS COOL-DOWN MODE
 - RPM DECREASES 1/2% FOR 60 SECONDS (70% RPM)
- C. AFTER COOL-DOWN THE ECU SIGNALS AN OVERSPEED CONDITION TO SHUT DOWN THE APU

- D. ANY FAULTS DETECTED - CMC AND/OR CAS
- E. APU AIR INLET DOOR CLOSES



- When The APU MASTER switchlight is PRESSED in ($\leq 70\%$ RPM) The following OCCURS:

A. MASTER Switch legend EXTINGUISHES

B. APU fuel shutoff VALVE CLOSES

C. APU IMMEDIATELY SHUTS DOWN

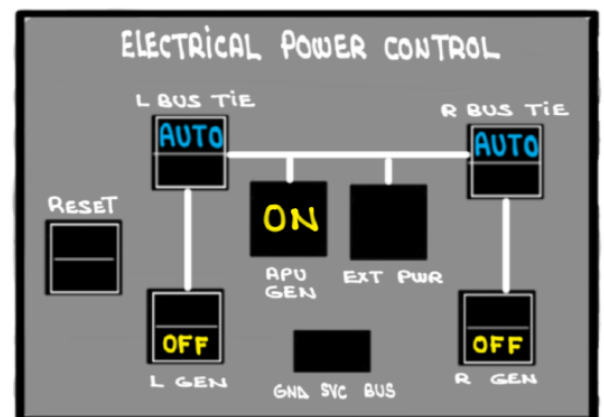
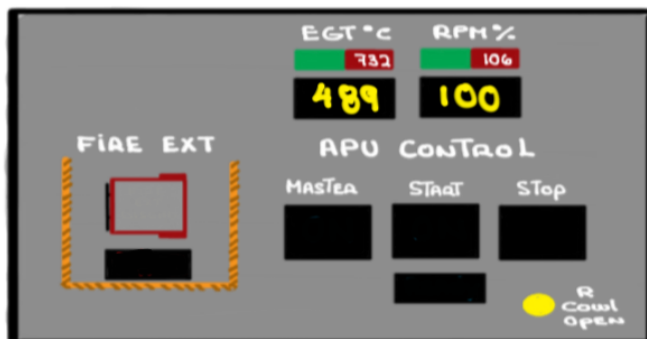
D. INLET door begins to close

MASTER



If The APU is OPERATING PRESSING The APU switchlight will shutdown The APU IMMEDIATELY.

This is NOT RECOMMENDED.



APU OIL SERVICING

Fifteen (15) To Thirty (30) MINUTES AFTER SHUTDOWN

APU oil QUANTITY CHECK — $\frac{1}{6}$ GROUND SERVICE SYNOPSIS WINDOW

— FLUID QUANTITY INDICATOR (TAIL COMPARTMENT)

45,000' MAXIMUM OPERATING ALTITUDE

43,000' MAY START IN FLIGHT

39,000' GUARANTEED IN FLIGHT START

35,000' BLEED AIR AUGMENTATION VALVE OPENS

30,000' MAXIMUM ALTITUDE ENGINE START *
* BR710C4-11 \leq 25,000'

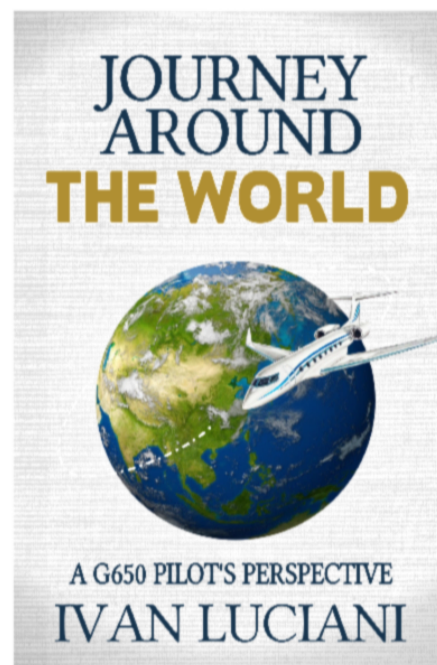
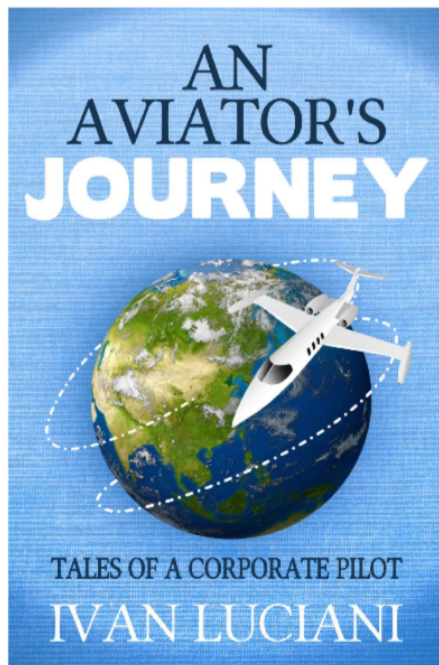
16,500' SURGE CONTROL VALVE OPENS

1,500' AGL ENGINE BLEED AIR OFF TAKEOFF

REMINDER: these system notes are intended for study purposes only. Always refer to official Gulfstream manuals and other approved references when operating your aircraft.

NOTE: these system notes are updated from time to time and what is posted on Code450.com will always be the most recent version.

Questions, comments or errors...please do send me an email:
ivan@code7700.com



Thank you!