



ELECTRICAL POWER

POWER AND CONTROL

GENERAL DESCRIPTION

PURPOSE

The electrical power system makes and supplies AC and DC power to aircraft. The system has automatic and manual controls and protection. A standby AC and DC system gives normal and emergency power.

AC POWER

The electrical power system has four main AC power sources and one standby power source. These are the main AC power sources and their supply capacity:

- Left integrated drive generator (IDG 1) (90 KVA).
- Right integrated drive generator (IDG 2) (90 KVA).
- APU starter-generator (90 KVA below 32,000 feet/9,753 meters, and goes down to 60 KVA at 41,000 feet/12,496 meters).
- External power (90 KVA).

The IDGs and APU starter-generator supply a 3 phase, 115/200 volts (nominal) at 400 Hz. The AC power system design prevents two sources to the same load at the same time.

The static inverter supplies a one phase, 115V AC output to the AC standby bus.

DC POWER

These transformer rectifier units (TRUs) change 115V AC to 28V DC. The aircraft also has these DC power sources:

- Main battery.
- Main battery charger.

- Auxiliary battery.
- Auxiliary battery charger.

The batteries are the backup DC source if other sources do not operate. The standby power control unit (SPCU) controls the distribution of DC power.

STANDBY POWER

With the loss of normal power, the standby power system supplies a minimum of 60 minutes of AC and DC power to systems necessary to maintain safe flight. The batteries supply DC power. The static inverter uses battery power to make AC power. The SPCU controls the distribution of AC and DC standby power.

PROTECTION

The electrical power system uses automatic control to protect the system from source failure or load failure.

These line replaceable units (LRUs) supply the system with protection and control logic:

- Left generator control unit (GCU 1).
- Right generator control unit (GCU 2).
- APU generator control unit (AGCU).
- Bus power control unit (BPCU).
- Standby power control unit (SPCU).
- Start converter unit (SCU).

The GCUs monitor the system to control and protect the IDGs. The APU GCU and the starter converter unit (SCU) work together to control and protect the APU starter generator.

The bus power control unit (BPCU) controls and monitors the use of external power.

The BPCU protects the aircraft from external power whose quality is out of limits.

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Introduction to Maintenance, Repair and Overhaul of Aircraft, Engines and Components Shevantha

Weerasekera, 2020-12-29 Introduction to Maintenance Repair and Overhaul of Aircraft Engines and Components brings together the basic aspects of a fundamentally important part of the aerospace industry the one that supports the global technical efforts to keep passenger and cargo planes flying reliably and safely Over time aircraft components and structural parts are subject to environmental effects such as corrosion and other types of material deterioration wear and fatigue Such parts could fail in service and affect the safe operation of the aircraft if the degradation were not detected and addressed in time Regular planned maintenance supports the current and future value of the aircraft by minimizing the physical decline of the aircraft and engines throughout its life Introduction to Maintenance Repair and Overhaul of Aircraft Engines and Components was written by the industry veteran Shevantha K Weerasekera an aerospace engineer with 20 years of aircraft maintenance experience who currently leads the engineering team of a major technical enterprise in the field *Air Shippers Manual*, 1968 **Manual on Mode S Specific Services** International Civil Aviation Organization, 2004

Student Solutions Manual Robert F. Blitzer, Daniel S. Miller, 2006-04-21 **Student Solutions Manual** Dan

Miller, Robert Blitzer, 2006-03-15 **Instructor's Solutions Manual Volume II** Patricia Foard, 2003-09 **Student Solutions Manual (valuepack)** Robert Blitzer, 2004-05 *Flight Information Manual* United States. Civil Aeronautics Administration, 1952 **Moody's Manual of Investments** John Sherman Porter, 1962 American government securities

1928 53 in 5 annual vols v 1 Railroad securities 1952 53 Transportation v 2 Industrial securities v 3 Public utility securities v 4 Government securities 1928 54 v 5 Banks insurance companies investment trusts real estate finance and credit companies 1928 54 **Manual de informaciones**, 2012 *Fourth Annual Workshop on Space Operations Applications and Research*

(SOAR '90), 1991 *Columbia Accident Investigation Board Report* United States. Columbia Accident Investigation Board, 2003 Vols 2 6 of the CAIB s Final Report contain appendices that provide the supporting documentation for the main text of the Final Report contained in Vol 1 which was released on Aug 26 2003 These appendix materials were working documents They contain a number of conclusions and proposed recommendations several of which were adopted by the CAIB in Vol 1 The other conclusions and proposed recommendations drawn in Vols 2 6 do not necessarily reflect the views of the CAIB but are included for the record When there is conflict Vol 1 takes precedence It alone is the CAIB s official statement

Integrated Autopilot/autothrottle for the NASA TSRV B-737 Aircraft Kevin R. Bruce, 1989 **Moody's Manual of Investments, American and Foreign; Banks, Insurance Companies, Investment Trusts, Real Estate, Finance and Credit Companies**, 1954 Moody's Bank and Finance Manual, 1963 *Moody's Manual of Investments: American and Foreign* John Sherman Porter, 1954 Mergent Public Utility & Transportation Manual, 2003 **Third Annual Workshop on Space Operations Automation and Robotics ((SOAR '89)** United States. National Aeronautics and Space

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and Robotics (SOAR ...).** ,1989

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