

OEB39 Issue 1.0
**ENG BLEED OFF TO PREVENT OIL
 SMELL IN THE COCKPIT/CABIN**

Approved by: **Head of Flight Operations Support and Services**

- This OEB covers a significant operational issue. **Non-compliance with this OEB should have a significant impact on the operations of the aircraft. The Operators shall distribute its content to all flight crews without delay. An extract of this OEB is provided for insertion in the QRH.**
- It is recommended that all Operators accelerate the incorporation of all corrective Service Bulletins as soon as they become available.

Reason for issue:

This OEB replaces the A340 OEB 87.
On A340-500/-600 Rolls Royce Trent 500 engines some Operators experienced cockpit and cabin oil smell and/or fumes leading in some cases the flight crew to wear the oxygen masks, and causing some passengers' discomfort.

This OEB aims at providing Operators with an operational procedure to minimize the impact of these engines that produce cockpit/cabin smell/fumes.

Applicable to:

A340-500/-600 aircraft with engine affected by the oil smell issue.

Cancelled by:

Refer to the "Cancelled by" section of the associated FCOM OEB.

Note: The interchangeability code, given in the Illustrated Part Catalog (IPC), indicates the conditions for interchangeability of equipment. After installation of corrective modification(s)/SB(s), if an Operator reinstalls any equipment affected by this OEB, it is the Operator's responsibility to ensure that the recommendations given in this OEB are applied again for the applicable aircraft.

Operations Engineering Bulletins are issued by Airbus as the need arises to quickly transmit technical and procedural information. They are distributed to all FCOM holders and to others who need advice of changes to operational information.

Information in this bulletin is recommended by Airbus but may not be approved by Airworthiness Authorities. If the procedures contained in this OEB differ from the procedures in the AFM, the AFM remains the reference.

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ECAM ENTRY

None

PROCEDURE

When the maintenance personnel identifies that an engine is affected by this issue, the flight crew should apply the following operational procedure, except if there is:

- **More than one engine that is affected by the oil smell issue, or**
- **A MEL item that requires dispatching the aircraft with one bleed set to OFF on another engine.**

● **After engine start:**

ENG BLEED (affected engine)..... OFF

Apply the AIR ABNORM BLEED CONFIG ECAM procedure that requests that the flight crew opens the cross-bleed and checks the associated ECAM STATUS.

● **At FL 250 in climb:**

ENG BLEED (affected engine)..... ON
X-BLEED..... AUTO

● **At Top of Descent (TOD):**

ENG BLEED (affected engine)..... OFF

Apply the AIR ABNORM BLEED CONFIG ECAM procedure that requests that the flight crew opens the cross-bleed and checks the associated ECAM STATUS.

Note: In case of subsequent failures that affect another engine bleed in flight, apply the ECAM procedures. If necessary, especially for wing anti-ice use, the flight crew may restore the bleed of the engine affected by the oil smell issue.

● **At parking, after all engines are shut down:**

ENG BLEED (affected engine)..... ON

Turning on the ENG BLEED of the affected engine prevents the dispatch with not detected ENG BLEED failures for subsequent flights.