

		DHL Air Ltd
Instruction No.	INFO 010/07	
Issue Date	26/01/2007	
Deletion Date	26/04/2007	
Issued by	S.Barnes.	
Title	Chief Pilot	

Subject: COCKPIT FUMES - FAULT FINDING

Operational Summary

Following discussion with our engineers and close examination of the Fault Isolation Manual (FIM) we have determined the following advice as to when and how to deal with fumes in the cockpit.

Background Information

It is not unusual to experience a low concentration of fumes at the following times:

- After engine start
- During taxi
- After T/O – especially a full power T/O
- Top of descent
- Taxi in

If such fumes become apparent during any of these phases of flight and then dissipate, do not report the occurrence, it is normal.

If the fumes become evident during the latter stages of the climb/cruise, or persists, or cause irritation carryout this fault finding routine:

1. Switch off the Engine Bleed Valves/Pack Valves (one at a time!) for a period of approximately 5 minutes.
2. If the fumes dissipate having switched off a particular Bleed Valve/Pack valve, leave it off for a further 15 minutes and then reinstate it to see if the fumes once again become apparent.
3. Make the appropriate entry in the tech log giving as much information as possible to aid the engineers in fault finding.