



## Airworthiness Directive

**AD No.:** 2021-0106

**Issued:** 15 April 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A300, A310, A300-600 and A300-600ST  
aeroplanes

**Effective Date:** 29 April 2021

**TCDS Number(s):** EASA.A.172 and EASA.A.014

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 29 – Hydraulic Power – Fire Shut-Off Valves – Inspection

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A300, A310 and A300-600 aeroplanes, all certified models, all manufacturer serial numbers (MSN); and

Airbus A300F4-608ST aeroplanes, all MSN.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable AOT:** Airbus Alert Operators Transmission (AOT) A29W012-20 (for A300, A300-600 and A300F4-608ST aeroplanes) and AOT A29W014-21 (for A310 aeroplanes), as applicable.

**Affected FSOV:** Fire shut-off valves (FSOV), installed at the two left-hand and two right-hand wing locations as indicated in the applicable AOT.

**Serviceable FSOV:** Any FSOV which is in compliance with Collins FSOV Component Maintenance Manual (CMM) 29-09-14 issue 6 or later (new torque values for FSOV actuator installation), or



which has passed an inspection (no discrepancies found) in accordance with the instructions of the applicable AOT.

**Reason:**

Several occurrences were reported of incorrect installation of the actuator on the FSOV, which was found to rotate around its pivot axis.

This condition, if not detected and corrected, could lead to FSOV failure to operate, with the consequent risk of a temporary uncontrolled engine fire, possibly resulting in damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable AOT to provide inspection instructions. The torque values for FSOV actuator installation have been adjusted in Collins FSOV CMM 29-09-14 issue 6.

For the reason described above, this AD requires a one-time detailed inspection (DET) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**One-Time Inspection:**

- (1) Within 1 000 flight hours or 12 months, whichever occurs first after the effective date of this AD, accomplish a DET of each affected FSOV in accordance with the instructions of the applicable AOT.

**Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, the actuator of an affected FSOV is found to rotate around its pivot axis, before next flight, replace that FSOV with a serviceable FSOV, as defined in this AD, in accordance with the instructions of the applicable AOT.

**Parts Installation:**

- (3) From the effective date of this AD, it is allowed to install on any aeroplane an FSOV, provided it is a serviceable FSOV, as defined in this AD.

**Reporting:**

- (4) Within 30 days after the DET as required by paragraph (1) of this AD, report the results (including no findings) to Airbus. Using the instructions of the applicable AOT Appendix 2 is an acceptable method to comply with this requirement.

**Ref. Publications:**

Airbus AOT A29W012-20 original issue dated 21 December 2020.

Airbus AOT A29W014-21 original issue dated 03 March 2021.

Collins CMM 29-09-14 issue 6 dated 30 November 2020.



The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 08 March 2021 as PAD 21-037 for consultation until 05 April 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAW (Airworthiness Office),  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

