EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0018 **Date: 05 February 2015** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
ATR-GIE AVIONS de TRANSPORT RÉGIONAL	ATR 72 and 42 aeroplanes

TCDS Number:	EASA A.084
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2013-0280 dated 26 November 2013.

ATA 25	**Equipment / Furnishing – Type III Emergency Exit Door – Modification**
Manufacturer(s):	ATR-GIE Avions de Transport Régional (ATR), formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – ALENIA, EADS ATR - Alenia.
Applicability:	ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN), on which ATR Modification (mod) 6518 has been embodied in production, except those aeroplanes on which ATR mod 7294 has been embodied in production. ATR 72-212A aeroplanes, all MSN, on which ATR mod 6517 has been embodied in production, except those aeroplanes on which ATR mod 7294 has been embodied in production. Note: ATR mod 6517 and mod 6518 install the 'Armonia' Cabin respectively on ATR 72-212A and ATR 42-500 aeroplane.
Reason:	Interference between a Type III Emergency Exit door opening and surrounding passenger cabin furnishing was detected during a production check. Subsequent investigation identified an insufficient gap between the emergency exit door internal skin structure and the overhead stowage compartment fitting, installed on the rail, as a cause of the interference. This condition, if not detected and corrected, could prevent an unobstructed opening of both Type III Emergency Exit doors in case of emergency evacuation. Prompted by this finding, EASA issued AD 2013-0280 to require a one-time check of the gap between the Type III Emergency Exit door internal skin and a

	relevant fitting and, depending on findings, the accomplishment of applicable corrective action(s). That AD was considered to be a temporary measure. Since that AD was issued, ATR developed a design solution to ensure that no interference with surrounding structure occurs during opening of an emergency exit. ATR Service Bulletins (SB) ATR42-25-0185, SB ATR42-25-0186, SB ATR72-25-1148 and SB ATR72-25-1149 were issued to provide the necessary modification instructions for in-service aeroplanes. For the reason described above, this AD retains the requirements of EASA AD 2013-0280, which is superseded, and requires modification of the overhead bin attachment adjacent to the Type III emergency exit doors.
Effective Date:	19 February 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: **Restatement of the requirements of EASA AD 2013-0280** For all aeroplanes affected by this AD, except those aeroplanes on which ATR mod 7152 has been embodied in production and except MSN 1002, 1005, 1089, 1094, 1095, 1097, 1098, 1099, 1100, 1101 and 1102: (1) Within 2 months after 10 December 2013 [the effective date of EASA AD 2013-0280], measure the gap between each Type III Emergency Exit door, left hand (LH) and right hand (RH), and the overhead stowage compartment fitting installed on the rail, by unlocking and slightly rotating the LH and RH Type III Emergency Exit door, remaining on their lower fittings. Use a shim gauge 6 mm (0.236 in) thick, to measure the gap between the doors internal skin and the relevant fittings, P/N S2522924620000 (LH) and P/N S2522924620100 (RH). Note 1: For illustrations refer to the applicable ATR Illustrated Parts Catalogue (IPC) 25-23-02 fig 87 item 90/100 and to Appendix 1 of this AD. Note 2: It might be necessary to locally pull on the door blanket to correctly see the door internal skin. (2) If, during the measurement as required by paragraph (1) of this AD, a gap equal to or more than 6 mm (0.236 in) is detected, before next flight, re-install the LH and RH Type III Emergency Exit door, in accordance with the instructions of the applicable ATR Aircraft Maintenance Manual (AMM) / Job Instruction Card (JIC) 52-21-00 RAI 10000. (3) If, during the measurement as required by paragraph (1) of this AD, a gap less than 6 mm (0.236 in) is detected, before next flight, remove the fitting, P/N S2522924620000 LH or P/N S2522924620100 RH, as applicable, and measure the gap between the Type III Emergency Exit door internal skin, LH and RH, and the overhead stowage compartment hooks in accordance with the accomplishment instructions of ATR SB ATR42-25-0180 or ATR72-25-1141, as applicable to aeroplane model, and, depending on findings, accomplish the follow-on actions as specified in paragraph (3.1) or (3.2) of this AD, as applicable. (3.1) If, during the measurement as required by paragraph (3) of this AD, a gap equal to or more than 6 mm (0.236 in) is detected, before next flight, re-install the LH and RH Type III Emergency Exit door in accordance with the instructions of ATR SB ATR42-25-0180 or ATR SB ATR72-25-1141, as applicable to aeroplane model. (3.2) If, during the measurement as required by paragraph (3) of this AD, a gap less than 6 mm (0.236 in) is detected, before next flight, contact ATR to obtain approved repair instructions and accomplish the repair accordingly.

	New requirements of this AD For all aeroplanes affected by this AD : (4) Within 4 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of ATR SB ATR42-25-0185, or SB ATR42-25-0186, or SB ATR72-25-1148, or SB ATR72-25-1149, as applicable to aeroplane model and configuration.
Ref. Publications:	ATR SB ATR42-25-0180 original issue, dated 19 August 2013, ATR SB ATR72-25-1141 original issue, dated 19 August 2013, ATR SB ATR42-25-0185 original issue, dated 21 November 2014, ATR SB ATR42-25-0186 original issue, dated 21 November 2014, ATR SB ATR72-25-1148 original issue, dated 21 November 2014, ATR SB ATR72-25-1149 original issue, dated 21 November 2014. The use of later approved revisions of these 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 12 December 2014 as PAD 14-172 for consultation until 09 January 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr.fr.