



**EASA**

## **Decision not to adopt Japan Civil Aviation Board (JCAB) AD TCD-7856-2011**

### **EASA Decision not to adopt JCAB AD TCD-7856-2011**

On 2 June 2011, EASA issued AD 2011-0098, effective date 1 August 2011, applicable to certain Boeing, Airbus and Fokker aeroplanes, after having published PAD 10-101 for consultation between 22 September 2010 and 17 November 2010. Comments received after that date, have also been taken into account.

At the time of issuance of the Final AD, no State of Design AD existed for the unsafe condition addressed by EASA AD 2011-0098.

On 8 June 2011, the Japan Civil Aviation Board (JCAB) issued AD TCD-7856-2011, which also becomes effective on 1 August 2011. EASA recognises AD TCD-7856-2011 as a State of Design AD for the affected seats, manufactured by Koito Industries, based in Japan.

The Applicability of EASA AD 2011-0098 was determined by the fact that no European equipment approval could be identified to have been issued to Koito Industries for the affected seats. All seats have been approved by installation on aircraft, mostly by the aircraft manufacturer. EASA AD 2011-0098 deviates from JCAB AD TCD-7856-2011 in a number of ways, e.g. detailed applicability, required actions and compliance time(s). In addition, the JCAB AD does not contain provisions to allow for cabin reconfiguration in case in-service seats are removed for testing.

Based on the above considerations, and in accordance with the provisions of [ED Decision 02/2003](#), EASA has decided not to adopt State of Design JCAB AD TCD-7856-2011.

Consequently, EASA AD 2011-0098 replaces JCAB AD TCD-7856-2011 for certain aircraft, registered in an EU Member State or associated country, if the affected seats are installed.

In case you need further information, please contact the Safety Information Section, Executive Directorate, EASA; E-mail [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

Original Signed  
Cologne, 18 July 2011