Missing engine Airworthiness Directive for crashed Martinair flight MP495

Is a plane still considered airworthy with a missing Airworthiness Directive?
Of engine #3 no *Airworthiness Directive* was submitted after the crash. (See below)

I understand that engine #3 is on the right wing of the plane.
Intriguing facts on this engine:
- After the crash several passengers reported fire in the right engine before the crash, and
- From *investigation report, 1 .15.2 Fire Fighting and Rescue*
… At 07.32 .00 UTC (approx) the crew of the first intervention vehicle, positioned with the engine running in the external park of the firebrigade building, observed the approach, apparently normal, of Flight MP495, when they saw an explosion followed by flames that envelopped the aircraft.
The vehicle immediately departed, switching on the lights and sirens. … with the Faro control tower aural alarm.
Cor ten Hove: this alarm was almost 1 ½ minute before the crash

1.6.2 ENGINES

1.6.2.1 General Electric CF6-50C S/N 530405

Year of manufacture: 1988
Installed in position: 1
Time : 13 093 H T.T. and 2892 total cycles
- Last inspection: A Inspection in 24 Nov. 92, at KLM
- Time after installation: 1 576 H and 297 cycles

Airworthiness Directives:

All the applicable ADs were introduced up to the date of the accident.

1.6.2.2 General Electric CF6-50C S/N 455466

Year of manufacture: 1974
Installed in postition: 2
Time: 59 627 H T.T. and 14907 total cycles
- Last inspection: A Inspection in 24 Nov. 92, at KLM
- Time after installation: 666 H and 128 cycles

Airworthiness Directives:

All the applicable ADs were introduced up to the date of the accident.

1.6.2.3 General Electric CF6-50C S/N 455200

Year of manufacture: 1972
Installed in position: 3
Time: 61 802 H T.T. and 16052 cycles
- Last inspection: A in 24 Nov. 92, at KLM
- Time after installation: 4 116 H and 780 cycles

1.6.2.4 APU - Airresearch TSCP 700-4