



EASA Decision concerning FAA AD 2003-14-21

EASA considerations, leading to the decision not to adopt FAA AD 2003-14-21

Prompted by inquiries from European operators, the FAA informed EASA that [AD 2003-14-21](#), applicable to Lockheed L-1011 aeroplanes and Rolls-Royce RB211-22B and RB211-524B engines, was issued “in response to AD(s) issued by the UK CAA on behalf of the State of Design for the RB211 engines. We did not issue the AD on behalf of the State of Design for L1011. We did coordinate the AD with our Atlanta Office (who has oversight of the L-1011) and the Transport Directorate as the instructions by RR incorporated some aircraft changes. Therefore, our AD should not be considered as one that falls under the requirements of ED No 2/2003”.

Based on this statement, EASA determined that FAA AD 2003-14-21 is not a ‘State of Design’ AD for Lockheed L-1011 aeroplanes and therefore not eligible for adoption under the provisions of [ED Decision 02/2003](#).

Consequently, compliance with the FAA AD for L-1011 aeroplanes registered in Europe is not (no longer) required. Compliance with the related CAA-UK ADs (i.e. the RR SB’s as published, classified as ‘mandatory’ by CAA UK) for RB211 engines is adequate to maintain an acceptable level of safety for both the engines and the aeroplane on which they are installed.

In case you need further information, please contact the Safety Information Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu.

Original Signed
Cologne, 6 August 2008