

DGCANO	SUBJECT	REFERENCE	COMPLIANCE	APPLICABILITY
DGCA/B-737/1	HORIZONTAL STABILIZER TRIM.	FAA.A.D.NO.80-09-05 AND BOEING S.B.NO.737-27-1101 REV.1	AS IN AD	AS IN AD
DGCA/B-737/2	OUTBOARD FLAP DRIVE GEAR BOX BEARING MOISTURE PROOFING.	BOEING S.B.NO.737-27-1048	AS IN SB	AS IN SB
DGCA/B-737/3	RUDDER PRESSURE REDUCER AND R.V. INSPECTION/REMOVAL.	BOEING ALERT S.B.NO.737-27-1060 REV.3 DT.03-10-72.	AS IN SB	AS IN SB
DGCA/B-737/4	INSPECTION FOR CRACKS IN THE FORWARD ENTRY DOOR UPPER SPIGOT.	FAA.A.D.NO.73-09-04	AS IN AD	AS IN AD
DGCA/B-737/5	TO DETERMINE THE PRESENCE OF CORROSION IN REGULATOR P/N 70003	FAA.A.D.NO.73-11-03	AS IN AD	AS IN AD
DGCA/B-737/6	INSPECTION OF WING FRONT SPAR UPPER CHORD FOR CRACKS.	FAA.A.D.NOS. 88-11-04 AND BOEING ALERT S.B.NO.737-57-1081 REV.10	AS IN AD AND SB	AS IN AD AND SB
DGCA/B-737/7	INSPECTION TO DETECT CRACKS IN THE AFT PORTION OF THE WEBS AND LOWER FLANGES OF THE INBOARD TRACK OF THE OUTBOARD FLAP.	FAA.A.D.NO.78-13-07 AND BOEING ALERT S.B.NO.737-57-1082 REV.5.	AS IN AD AND SB	AS IN AD AND SB
DGCA/B-737/8	INTERFERENCE WITH OVER WING EMERGENCY EXIT OPENING.	FAA.A.D.NO.74-09-05 AND BOEING ALERT S.B.NO.737-25-1101.	AS IN AD AND SB	AS IN AD AND SB
DGCA/B-737/9	EVACUATION SLIDES AND SLIDE/RAFTS REGULATOR P/N 30001 MODIFICATION.	FAA.A.D.NO. 74-17-01	AS IN AD	AS IN AD
DGCA/B-737/10	TORQUE CHECK AND REPLACEMENT OF FLAP TRACK BOLTS AS PER BOEING ALERT S.B.737-57-1079 REV 2.	FAA AD 90-17-20 AND BOEING SB 737-57A1079 REV. 4.	AS IN AD	AS IN AD
DGCA/B-737/11	ERRONEOUS INFORMATION DISPLAYED ON PITOT STATIC FLIGHT INSTRUMENTS.	FAA.A.D.NO.74-20-02	AS IN AD	AS IN AD
DGCA/B-737/12	VISUAL INSPECTION OF ALL ELECTRICAL APPARATUS LOCATED WITHIN LAVATORY COALSTER CONTAINER WEAR ABRASION AND CORROSION.	FAA.A.D.NO. 74-21-03	EFFECTIVE FROM 01-12-74	AS IN AD
DGCA/B-737/13	DETECTION OF CRACKS IN ARVAN INC/TANSEY CONTROL CABLE PULLEYS MS 20220-3 & 4 OR SMS 20220-3 & 4 (COLOUR BLACK ONLY) & REPLACEMENT OF THE ABOVE PULLEYS.	FAA.A.D.NO.75-05-01	EFFECTIVE FROM 10-03-75	AS IN AD
DGCA/B-737/14	REPLACEMENT OF THE 'B' HYDRAULIC SYSTEM ELECTRICAL PUMP SPLICED WIRES.	FAA.A.D.NO. 75-04-08	AS IN AD	AS IN AD
DGCA/B-737/15	INSPECTION AND MODIFICATION OF THE ENGINE FUEL SHUT OFF VALVE AND CROSS FEED VALVE WIRE BUNDLES.	FAA.A.D.NO. 75-05-09	AS IN AD	AS IN AD
DGCA/B-737/16	INSTALLATION OF WARNING PLACARDS FOR NON USE OF STAUFFER AERO SAFE ER HYDRAULIC FLUID.	FAA.A.D.NO. 75-24-09	AS IN AD	AS IN AD
DGCA/B-737/17	INSTALLATION OF FOUR IDENTICAL VIBRATION ISOLATORS UNDER RACK SUPPORTING MODEL 209 DIGITAL FDR.	F.A.A.A.D.NO. 75-08-17	AS IN A.D.	AS IN A.D.
DGCA/B-737/18	TRAILING EDGE FLAP ASYMMETRY SYSTEM REPLACEMENT.	F.A.A.A.D.NO.75-20-02 AND BOEING S.B.NO.737-27-1073	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/19	LOOSENING OF NUT AT THE UPPER INBOARD END OF ENGINE FORWARD SUPPORT FITTING.	BOEING S.B.NO.737-54-1007	AS IN S.B.	AS IN S.B.
DGCA/B-737/20	OPERATIONAL CHECK OF THE OVERWING EXITS AND INSPECTION/MODIFICATION OF THE HATCH HANDLE COVER	F.A.A.A.D.NO. 75-25-02	AS IN A.D.	AS IN A.D.
DGCA/B-737/21	INSPECTION/MODIFICATION OF WING CENTRE SECTION REAR SPAR VERTICAL PRESSURE WEB.	BOEING S.B.NO. 737-57-1095 REV.3	AS IN S.B.	AS IN S.B.
DGCA/B-737/22	INSTALLATION OF FLOOR BEAM ATTACH ANGLE AS PER BOEING S.B.NO. 737-53-1044.	F.A.A.A.D.NO. 76-01-03	AS IN A.D.	APPLICABLE TO ALL B737 AIRPLANES.
DGCA/B-737-/23 R1	TO DETECT AND CORRECT CRACKING, CORROSION, INTERLAMINAR CORROSION, DELAMINATION, AND DISBONDING IN THE ELEVATOR REAR SPAR	FAA AD 2006-14-07 ( FAA AD 76-11-05 R1 IS SUPERSEDED)	AS IN A.D.	AS IN A.D.

DGCA/B-737/24	PREVENTION OF HYDRAULIC SYSTEM 'B' ABEX P/N 57186 PUMP MOTOR INTERNAL WIRING FAULT FROM BURNING A HOLE IN THE CASE.	F.A.A.A.D.NO. 87-02-05 REV.1	AS IN A.D.	AS IN A.D.
DGCA/B-737/25	DETECTION OF CRACKS IN THE FORWARD & AFT CARGO DOOR LOWER STOP FITTINGS.	F.A.A.A.D.NO. 76-26-02	AS IN A.D.	AS IN A.D.
DGCA/B-737/26	ELEVATOR TAB LOCK-OUT MECHNISM SPRING INSPECTION & REPLACEMENT.	BOEING ALERT S.B.NO. 737-27-A1084 REV.1 DT.29-10-76	AS IN S.B.	AS IN S.B.
DGCA/B-737/27	REMOVAL OF UNAPPROVED APPLIANCES SUPPLIED BY OR PROCURED THROUGH ADS. SUPPLY COMPANY.	F.A.A.A.D.NO. 77-05-05	AS IN A.D.	AS IN A.D.
DGCA/B-737/28	INSPECTION AND REPLACEMENT OF THE HORIZONTAL STABILIZER HINGE OUTBOARD FITTING ATTACH BOLTS.	F.A.A.A.D.NO. 78-04-02, TELX NO. F-92 DT.16-01-78 AND BOEING S.B.NO. 737-53-1048.	IMMEDIATE	AS IN A.D. AND S.B.
DGCA/B-737/29	INSPECTION, REPAIR AND MODIFICATION OF FORWARD LOWER CARGO DOORWAY FRAME.	FAA AD 88-11-12 AND BOEING S.B.NO. 737-53-1051 REV.4	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/30	INSPECTION, REPAIR AND/OR REPLACEMENT OF LOWER BODY SKINS DUE TO CORROSION.	F.A.A.A.D.NO. 82-01-09 AND BOEING S.B.NO. 737-53A1042 REV.4	AS IN A.D.	AS IN A.D.
DGCA/B-737/31	THRUST LEVER OPERATED SWITCHES S283 AND S133 SETTING.	F.A.A.A.D.NO. 79-07-03 AND BOEING S.B.NO. 737-31-1024 REV.2.	AS IN A.D.	AS IN A.D.
DGCA/B-737/32	REPLACEMENT OF GROUND PROXIMITY WARNING SYSTEM FLAP POSITION SWITCH AND FLAP OVERRIDE SWITCH.	F.A.A.A.D.NO. 79-26-02	AS IN A.D.	AS IN A.D.
DGCA/B-737/33	THRUST REVERSER CONTROL POWER SUPPLY REVISION.	I.A. S.B.NO. I.A.MOD B-1 DT.02-04-80	15-08-80	ALL B-737 AIRCRAFT
DGCA/B-737/34	INSPECTION OF FORWARD ENGINE MOUNT SUPPORT FITTING.	F.A.A.A.D.NO. 80-08-15 AND BOEING ALERT S.B.NO. 737-54A1012 REV.3	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/35	PITOT STATIC PROBE INSPECTION AND REPLACEMENT.	F.A.A.A.D.NO. 80-12-15 AND BOEING ALERT S.B.NO. 737-30A1018 REV.1	S IN A.D.	AS IN A.D.
DGCA/B-737/36	VISUAL INSPECTION OF MAIN LANDING GEAR UPPER TORSION LINK PIN 69-39471-1.	BOEING ALERT S.B.NO. 737-32A1113 REV.3	FORTHWITH	AS IN S.B.
DGCA/B-737/37	INSPECTION OF ELEVATOR POWER CONTROL UNIT INPUT ROD ASSY. ATTACHMENT BOLT.	F.A.A.A.D.NO. T80-26-51 AND BOEING S.B.NO. 737-27A1109 REV.1	AS IN A.D.	AS IN AD.
DGCA/B-737/38	INSTALLATION OF LEADING EDGE AURAL WARNING DEVICE.	F.A.A.A.D. NO. 80-22-12 REV.2 AND BOEING S.B.NO. 737-31-1038 REV.3.	AS IN A.D.	AS IN AD.
DGCA/B-737/39	INSPECTION OF KRUGER FLAP ACTUATOR SUPPORT FITTING.	BOEING S.B.NO. 737-57-1129	EVERY CHECK 'C' INSPECTION.	AS IN S.B.
DGCA/B-737/40	INSPECTION OF INBOARD FLAP OUTBOARD TRACK AFT SUPPORT ATTACHMENT FITTING.	BOEING ALERT S.B.NO. 737-57-A1130 REV.2	AS IN S.B.	AS IN S.B.
DGCA/B-737/41	INSPECTION OF HORIZONTAL STABILIZER REAR SPAR LUGS FOR CRACKS.	F.A.A.A.D.NO. 84-23-05 AND BOEING S.B.NO. 737-55A1029 REV.3	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/42	INSPECTION OF FUSELAGE SKINS AND FRAMES FOR CRACKS.	FAA AD 89-11-06 REV 1 AND BOEING S.B.NO. 737-53A1027 REV.6	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/43	CABIN PRESSURE CONTROLLER MODIFICATION.	F.A.A.A.D.NO. 81-20-04 REV.1 AND BOEING S.B.NO. 737-21A1064	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.

DGCA/B-737/44	PITOT HEATER CIRCUIT MODIFICATION.	BOEING S.B.NO. 737-30-1016 REV.2	AS IN S.B.	AS IN S.B.
DGCA/B-737/45	CABIN ATTENDENTS' SEAT RESTRAINT SYSTEM AND HEAD REST INSTALLATION. i	BOEING S.B.NO. 737-25-1148 AND FAR 121-311	30-06-82	AS IN S.B.
DGCA/B-737/46	INSPECTION OF THE "E-F" WINDOW PORT FOR CRACKS.	F.A.A.A.D.NO. 93-05-17.	AS IN A.D.	AS IN A.D.
DGCA/B-737/47	MAIN LANDING GEAR TORSION LINK MODIFICATION AND DAMPER REPLACEMENT.	BOEING S.B.NO.737-32-1064 REV.2	AS IN S.B.	AS IN S.B.
DGCA/B-737/48	INSTALLATION OF AN "ENGINE STARTER" OPERATION INDICATION SYSTEM AND REVISION OF F.A.A. APPROVED FLIGHT MANUAL.	F.A.A.A.D.NO. 83-01-05 REV.2	AS IN A.D.	AS IN A.D.
DGCA/B-737/49	CANCELLED VIDE DGCA LETTER NO. 9-414/83-AI(2) DT. 29-02-84			
DGCA/B-737/50	TO DETECT AND CORRECT CORROSION AND CRACKING OF THE AFT PRESSURE BULJHEAD	FAA AD 2002-10-11	AS IN AD	AS IN A.D. AND S.B.
DGCA/B-737/51	ENGINE FUEL FEED SYSTEM LEAK TESTS AND REPAIR.	F.A.A.A.D.NO. 84-03-01 AND BOEING S.B.NO. 737-28-1047 REV.3	AS IN A.D.	AS IN A.D.
DGCA/B-737/52	INSPECTION OF APU FEEDER CABLE FOR INTERFERENCE WITH CONTROL CABLES AND REPAIRS/REPLACEMENT.	F.A.A.A.D.NO. 84-10-04	AS IN A.D.	AS IN A.D.
DGCA/B-737/53	INSPECTION OF THE BODY STATION 351.2 AND 360 FOR CRACKS.	FAA AD 85-01-06 AND BOEING SB 737-57-1087 REV 7.	AS IN A.D.	AS IN A.D.
DGCA/B-737/54	INSPECTION OF THE BBL 70.85 RIB UPPER CHORD FOR CRACKS.	F.A.A. A.D.NO. 85-01-07 AND BOEING S.B.NO.737-57-1087 REV.9	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/55	MODIFICATION OF THE AUTOPILOT ACCESSORY UNITS.	F.A.A.A.D.NO. 85-02-03 AND BOEING S.B.NO. 737-22-1062	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/56	INSPECTION OF THE WING TO BODY UPPER DRAG ANGLES.	F.A.A.A.D.NO. 85-03-06 REV.1 AND BOEING S.B.NO. 737-53-1031 REV.3	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/57	TO ASSURE ADEQUATE LAVATORY FIRE PROTECTION.	F.A.A.A.D.NO. 85-16-05 AND BOEING S.B.NO. 737-25-1171	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/58	TO PREVENT ENGINE FLAMEOUT DURING CLIMB.	F.A.A.A.D.NO. 85-12-51	AS IN A.D.	AS IN A.D.
DGCA/B-737/59	EVACUATION SLIDE COMPARTMENT LATCH ASSEMBLY REPLACEMENT/MODIFICATION.	F.A.A.A.D.NO. 85-NM-100	AS IN A.D.	AS IN A.D.
DGCA/B-737/60	TO PREVENT THE HAZARDS ASSOCIATED WITH A MALFUNCTIONING AOA SENSOR.	F.A.A.A.D.NO. 85-19-01	AS IN A.D.	AS IN A.D.
DGCA/B-737/61	TO ENSURE PROPER DOOR OPENING AND ESCAPE SLIDE DEPLOYMENT.	F.A.A.A.D.NOS. 85-25-04, 86-05-04 AND BOEING S.B.NO. 737-25A1182 REV.2	AS IN A.D. AND .SB.	AS IN A.D. AND S.B.
DGCA/B-737/62	TO DETECT LOOSE CONE BOLTS AND INTERFERENCE BETWEEN THE ENGINE AND ENGINE SUPPORT STRUT AT THE FORWARD ENGINE MOUNT.	F.A.A.A.D.NO. 85-21-01 AND BOEING T.S.L. M7272-2396	AS IN A.D. AND S.L.	AS IN A.D. AND S.L.
DGCA/B-737/63	INSPECTION OF BBL 70.85 RIB UPPER CHORD FOR CRACKS.	F.A.A.A.D.NO. 85-22-02 AND BOEING S.B.NO. 737-57-1137 REV.3	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/64	TO DETECT CRACKING IN THE HORIZONTAL STABILIZER CENTER SECTION REAR SPAR UPPER CHORD.	F.A.A.A.D.NO. 86-12-04 AND BOEING S.B.NO. 737-55-1034	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/65	TO DETECT CRACKING IN THE HORIZONTAL STABILIZER CENTER SECTION REAR SPAR UPPER CHORD ATTACHMENT LUGS.	F.A.A.A.D.NO. 86-12-05 AND BOEING S.B.NO.737-55-1033	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.

DGCA/B-737/66	TO DETECT NUTS INSTALLED AT THE BBL 70.85 SPLICE PLATE, THE THRUST REVERSER SECONDARY DEACTIVATION PIN, AND THE VERTICAL FIN FRONT SPAR TO CLOSURE RIB ATTACHMENT, THAT HAVE INSUFFICIENT SELF LOCKING TORQUE CHARACTERISTICS.	F.A.A.A.D.NO. 86-18-04 AND BOEING SERVICE LETTER NO. 737-SL-27-38 DT.16-01-86	AS IN A.D.	AS IN A.D.
DGCA/B-737/67	TO PRECLUDE THE POTENTIAL FOR SEPARATION OF THE FIRE EXTINGUISHER DISCHARGE OUTLET AND MISDIRECTION OF THE FIRE EXTINGUISHING AGENT.	F.A.A.A.D.NO. 86-19-03 AND BOEING S.B.NO. 737-26A1029	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/68	INSPECTION AND REPAIR OF THE FORWARD SERVICE DOORWAY AFT FRAME.	F.A.A.A.D.NO. 98-22-10 AND BOEING ALERT S.B.NO. 737-53A1108 REV.4	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/69	REPLACEMENT OF UNDER WING FUEL TANK ACCESS COVERS.	F.A.A.A.D.NO.87-02-07 AND BOEING S.B.NO. 737-28A1064 REV.2	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/70	INSPECTION AND REPAIR OF THE AFT LOWER CARGO DOORWAY FRAMES.	F.A.A.A.D.NO. 93-14-10 AND BOEING S.B.NO. 737-53-1096 REV.5 DT. JAN. 16 '1992	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/71	INSPECTION AND REPAIR OF BODY SKIN LAP JOINTS.	FAA AD 91-08-12, 89-09-03 & 88-22-11 R 1.	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/72	INSPECTION OF AFT CONE BOLT.	FAA AD 90-09-14 AND BOEING ALERT SB NO. 737-71A1212	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/73	FIRE EXTINGUISHER BOTTLE SQUIB ELECTRICAL CONNECTOR LOCKING CHECK.	BOEING ALERT S.B.NO. 737-26A1024 REV.1	AS IN S.B.	AS IN S.B.
DGCA/B-737/74	INSTALLATION OF SHROUD BEHIND THE TOWEL AND CUP DISPENSERS IN THE AFT LAVATORIES.	F.A.A. A.D.NO. 88-14-07 AND BOEING S.B.NO. 737-25-1219 REV.1	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/75	INSPECTION FOR AND CUTTING OF SEALANT ON EDGES OF CONTROL CABIN DOOR BLOWOUT PANELS.	FAA AD 89-04-03 AND BOEING ALERT S.B.NO. 737-52A1105 R 1	AS IN AD & S.B.	AS IN AD & S.B.
DGCA/B-737/76	INSPECTION OF CIRCUMFERENTIAL FUSELAGE SPLICES.	FAA AD 91-09-10 AND BOEING S.B.NO. 737-53-1076 REV.2	AS IN A.D. AND S.B.	AS IN A.D. AND S.B.
DGCA/B-737/77	OPERATIONAL AND FUNCTIONAL CHECK OF TAKE OFF WARNING SYSTEM.	F.A.A. A.D.NO. 88-22-09	AS IN A.D.	AS IN A.D.
DGCA/B-737/78	REPLACEMENT OF ALUMINUM NOSE LANDING GEAR ACTUATOR SUPPORT FITTING WITH A STEEL FITTING.	F.A.A. A.D. NO. 89-02-04	AS IN A.D.	AS IN A.D.
DGCA/B-737/79	INSPECTION OF ENGINE FIRE AND OVERHEAT/EXTINGUISHING SYSTEM.	F.A.A. A.D. NO. T89-03-51	AS IN A.D.	AS IN A.D.
DGCA/B-737/80	MODIFICATION OR REPLACEMENT OF GENERATOR CONTROL UNIT (GCU) FILTER MODULES.	F.A.A. A.D. NO. 89-07-13	AS IN A.D.	AS IN A.D.
DGCA/B-737/81	PERFORM FIRE DETECTION/OVERHEAT WARNING SYSTEM TEST AFTER EVERY ELECTRICAL POWER GENERATING SYSTEM CONFIGURATION CHANGE.	F.A.A. A.D.NO. 89-08-12 R1	AS IN A.D.	AS IN A.D.
DGCA/B-737/82	MODIFICATION TO THE AIR/GROUND SENSING SYSTEM WHICH CAUSES THE THRUST REVERSER TO BE ENABLED BY NOSE GEAR STRUT COMPRESSION.	FAA A.D. NO. 89-08-08.	AS IN A.D.	AS IN A.D.
DGCA/B-737/83	MODIFICATION OF THE APU SHROUD AND PLENUM FUEL DRAINS.	F.A.A. A.D.NO 92-03-07	AS IN A.D.	AS IN A.D.
DGCA/B-737/84	INSTALLATION OF PLACARD AND INSPECTION OF THE AFT LAVATORY PARTITION BEAM FOR STRUCTURAL INTEGRITY.	F.A.A. A.D. NO. 89-12-02	AS IN A.D.	AS IN A.D.
DGCA/B-737/85	INSPECTION AND REPLACEMENT OF ROLLER FITTINGS USED ON FLIGHT ATTENDANT SEATS.	F.A.A. A.D.NO. 89-14-11	AS IN A.D.	AS IN A.D.
DGCA/B-737/86	INSPECTION AND REPAIR FOR DELAMINATION AND CRACKING OF THE WINDOW BELT SKIN DOUBLER FROM THE FUSELAGE SKIN.	FAA AD 91-07-04	AS IN AD	AS IN AD
DGCA/B-737/87	INSPECTION OF THE SECOND OBSERVER'S SEAT FOR MISSING FASTENERS.	FAA A.D. NO.89-15-08	AS IN A.D.	AS IN A.D.
DGCA/B-737/88	INSPECTION/ REPLACEMENT OF ENGINE MOUNT CONE BOLT NUTS.	FAA AD 89-21-02	AS IN AD	AS IN AD
DGCA/B-737/89	INSPECTION/ REPAIR OF LOWER ROW OF FASTENERS AT STRINGERS 14 LAP JOINT IN THE VICINITY OF BS 727.	FAA AD 89-22-04 & BOEING ASB 737-53A1135 R1	AS IN AD & SB	AS IN AD & SB

DGCA/B-737/90	FUEL STORAGE- INTEGRAL FUEL TANKS- WING FUEL TANK ACCESS DOOR REPLACEMENT.	BOEING ASB 737-28A1078 NOTE: TO BE COMPLIED WITHIN ONE YEAR OF THIS LETTER I.E. 1/12/89	AS IN ASB	AS IN ASB
DGCA/B-737/91	WINGS -LEADING EDGE- LANDING LIGHT CAVITY VAPOR BARRIER SEAL INSTALLATION.	FAA AD 90-20-22 AND BOEING ASB 737-57A1197	AS IN AD AND SB	AS IN AD AND SB
DGCA/B-737/92	ENGINE PRESSURE RATIO LOGIC.	FAA AD 90-03-18 & BOEING S.B. 737-31-1033 R1	AS IN AD & SB	AS IN AD & SB
DGCA/B-737/93	CANCELLED INVIEW OF DGCA/B737/83	--	---	--
DGCA/B-737/94	STRUCTURAL MODIFICATION AGING AIRPLANES.	FAA AD 90-06-02	AS IN AD	AS IN AD
DGCA/B-737/95	INSPECTION OF APU FIRE DETECTION SYSTEM.	FAA AD 90-06-04 * TO BE COMPLIED WITH IMMEDIATELY ON RECEIPT OF THE AD.	AS IN AD	AS IN AD
DGCA/B-737/96	LANDING GEAR- MAIN GEAR AND DOORS- MAIN GEAR TRUNNION PIN, CTUATOR BEAM ARM, AND ACTUATOR BOLT ASSEMBLIES REWORK.	FAA AD 99-10-12	As in ASB	As in ASB
DGCA/B-737/97	WINGS- TRAILING EDGE OUTBOARD FLAPS- FLAP TRACK FORWARD SUPPORT FITTING ATTACH BOLTS INSPECTION AND REPLACEMENT.	FAA AD 90-24-04 AND BOEING ASB 737-57A1206	AS IN AD AND ASB	AS IN AD AND ASB
DGCA/B-737/98	REPETITIVE INSPECTION OF ESCAPE SLIDE RELEASE CABLES.	FAA AD 90-12-11 R1	AS IN AD	AS IN AD
DGCA/B-737/99	AGING AIRPLANE CORROSION PREVENTION AND CONTROL PROGRAM.	FAA AD 90-25-01 AND BOEING DOC. NO. D6-38528 REV. A	AS IN AD AND DOC.	AS IN AD AND DOC.
DGCA/B-737/100	ONE TIME INSPECTION OF ENGINE CONTROL CABLE SYSTEMS.	FAA AD 91-05-08	AS IN AD	AS IN AD
DGCA/B-737/101	MODIFICATION OF THE ELECTRONIC FLIGHT INSTRUMENT SYSTEM SYMBOL GENERATOR.	FAA AD 91-07-01	AS IN AD	AS IN AD
DGCA/B-737/102	INSTALLATION OF A NEW MAGNETIC STANDBY COMPASS LINER.	FAA AD 91-07-14	AS IN AD	AS IN AD
DGCA/B-737/103	REPETITIVE INSPECTION OF WING MAIN TANK FLOAT SWITCH ELECTRICAL CONDUITS FOR TRAPPED WATER.	FAA AD 93-17-02 AND BOEING SERVICE LETTERS 737-SL-28-36 737-SL-28-42, 737-SL-28-42A	AS IN AD AND SL.	AS IN AD AND SL.
DGCA/B-737/104	REPLACEMENT OF RADIO CONTROL PANELS IN FLIGHT DECK.	FAA AD 91-21-12	AS IN AD	AS IN AD
DGCA/B-737/105	INSTALLATION OF ADDITIONAL PROTECTION ON THE WIRE BUNDLES IN THE CIRCUIT BREAKER PANEL.	FAA AD 92-07-10	AS IN AD	AS IN AD
DGCA/B-737/106	INSPECTION / REPLACEMENT OF LANDING GEAR BRAKES.	FAA AD 92-15-03	AS IN AD	AS IN AD
DGCA/B-737/107	INSPECTION / REPLACEMENT OF LANDING GEAR BRAKES	FAA AD 92-16-06	AS IN AD	AS IN AD
DGCA/B-737/108	REINFORCEMENT/MODIFICATION OF OVERHEAD STOWAGE BINS AND ITS COMPONENTS.	FAA AD 92-19-16 AND BOEING SB 737-25A1283	AS IN AD & ALERT SB	AS IN AD & ALERT SB
DGCA/B-737/109	MODIFICATION OF MAIN CARGO DOOR LOCK AND WARNING INDICATION SYSTEM	FAA AD 92-21-04 & BO. SB 737-52-1060	AS IN AD & SB	AS IN AD & SB
DGCA/B-737/110	MODIFICATION OF THE OXYGEN BOX ASSEMBLY IN LAVATORIES AND AT CERTAIN ATTENDANT STATIONS.	FAA AD 92-25-04 & ASB 737-35A-1038 AND 737-35A-1037	AS IN AD & SB	AS IN AD & SB
DGCA/B-737/111	REPLACEMENT OF PLASTIC FLIGHT CONTROL CABLE GUARDS WITH ALUMINIUM CABLE GUARDS.	FAA AD 93-01-27 & BOEING SB 737-27A1164 REV.1	AS IN AD & SB	AS IN AD & SB
DGCA/B-737/112	ADDITION OF AN OPERATIONAL LIMITATIONS IN AFM & INSTALLATION OF PLACARD ON THE FLIGHT COMPARTMENT INSTRUMENT PANEL.	FAA AD 93-05-05	AS IN A.D.	AS IN A.D. ( B737-300)
DGCA/B-737/113	TO MINIMISE THE HAZARD ASSOCIATED WITH A MAIN DECK CLASS 'B' CARGO COMPARTMENT FIRE.	FAA AD 93-07-15	AS IN A.D.	AS IN A.D.
DGCA/B-737/114	REPLACEMENT OF EXISTING TURBINE WHEEL SHROUD WITH HASTELLOY 'S' MATERIAL TURBINE	FAA AD 97-04-04	AS IN A.D.	AS IN A.D.

	WHEEL SHROUD.			
DGCA/B-737Class ic/115	TO DETECT & CORRECT MULTIPLE ADJACENT CRACKED STRINGER TIE CLIPS & DAMAGED SKIN & FRAMES WHICH COULD LEAD TO THE SKIN & FRAME STRUCTURE DEVELOPING CRACKS & SUBSEQUENT DECOMPRESSION OF THE AIRPLANE	FAA AD 2009 -04 15 SUPERSEDES FAA AD 93-08-04	AS IN ADs & DOC.	AS IN ADs & DOC.
DGCA / B737-116 (R1)	TO DETECT AND CORRECT CRACKING OF THE FUSELAGE FRAME BS 360 TO BS 500B.	FAA AD 2006-12-17 (FAA AD 99-12-08 IS SUPERSEDED)	AS IN A.D	AS IN A.D
DGCA/B-737/117	IPECO PILOT AND COPILOT SEATS- INSPECTION AND THEIR MODIFICATION.	FAA AD 93-15-08 R1 AND IPECO SB A001-25-74 ISSUE 2, MAY 6 '1993	AS IN A.D & S.B.	AS IN A.D & S.B.
DGCA/B-737/118	BF GOODRICH EVACUATION SLIDE VALISE	FAA AD 93-17-03 AND BF GOODRICH SB 101658/659/660-25-257 DT. NOV. 20 '1992	AS IN A.D & S.B.	AS IN A.D & S.B.
DGCA/B-737/119	PREVEVTION OF LOSS OF HORIZONTAL STABILIZER	FAA AD 93-17-51	AS IN AD.	AS IN AD.
DGCA/B-737/120	TEST OF MAIN RUDDER POWER CONTROL UNIT/REPLACEMENT WITH A NEW ONE.	FAA AD 94-01-07 AND BO. SB 737-27-1185 AND SERVICE LETTER 737-SL-27-82B.	AS IN AD AND SB.	AS N AD AND SB.
DGCA/B-737/121	MODIFICATION OF THE LEADING EDGE SLAT ACCESS PANEL AND INTERNAL STUCTURE AT FRONT SPAR STATION.	FAA AD 94-06-11.	AS IN AD.	AS IN AD.
DGCA/B-737/122	REPLACEMENT OF THE FORWARD AND AFT HINGE SHIMS AND LOWER HINGE FAIRINGS OF THE MAIN CARGO DOOR	FAA AD 94-12-12 AND PEMCO AEROsPLEX SB 737-52-0012.	AS IN AD AND SB.	AS AD & SB.
DGCA/B-737/123	TO PREVENT DEPLOYMENT OF A THRUST REVERSER IN FLIGHT.	FAA AD 94-21-05R1.	AS IN AD.	AS IN AD.
DGCA/B-737/124	TO PREVENT SUDDEN DECOMPRESSION OF THE AIRPLANE.	FAA AD 2002-07-08, FAA AD 2002-07-10 & FAA AD 2002-07-11 & 2003-08-15	AS IN AD & ASB.	AS IN AD & ASB.
DGCA/B-737/125	TO PREVENT IN FLIGHT SEPERATION OF THE MAIN DECK CARGO DOOR FROM THE AIRPLANE.	FAA AD 2001-09-15	AS IN AD.	AS IN AD.
DGCA/B-737/126	TO PREVENT DRAINAGE FROM FUEL LEAK INTO THE TURBINE EXHAUST AREA.	FAA AD 94-26-13.	AS IN AD.	AS IN AD.
DGCA/B-737/127	STANDS CANCELLED.			
DGCA/B-737-/128 (R1)	MODIFICATION OF CERTAIN FUSELAGE SUPPORT STRUCTURE FOR THE NUMBER 2 GALLEY.	FAA AD 2004-23-07, ORG AD 95-02-08 IS SUPERSEDED	AS IN AD & SB.	AS IN AD & SB.
DGCA/B-737/129	WINDSHEAR DETECTION & RECOVERY GUIDANCE SYSTEM.(WSS).	FAA AD 95-04-01.	AS IN AD.	AS IN AD.
DGCA/B-737/130	TO PREVENT RAPID DECOMPRESSION DUE TO ICING.	FAA AD 95-06-05.	AS IN AD.	AS IN AD.
DGCA/B-737/131	TO PREVENT FAIURE OF FIRE PROOF INSULATION TOP COAT INSTALLED ON THE FIRE WALLS FOR THE THRUST REVERSER FAN COWLS.	FAA AD 95-09-01.	AS IN AD.	AS IN AD.
DGCA/B-737/132	TO PREVENT SEPERATION OF THE NOSE COWL FROM ENGINE FOLLOWNG TURBINE BLADE FAILURE.	FA AD 95-08-08.	AS IN AD.	AS IN AD.
DGCA/B-737/133	TO PREVENT REDUCED CONTROLLABILITY OF AIRPLANE DUE TO BINDING OF CLUTCH DISK IN HORIZONTAL STABLIZER TRIM ELECTRIC ACTUATOR.	FAA AD 95-10-05.	AS IN AD.	AS IN AD.
DGCA/B-737/134	TO PREVENT IMPROPER FUNCTIONING OF CERTAIN ACTUATORS, WHICH COULD RESULT IN A FUEL IMBALANCE.	FAA AD 95-15-06 & J C CARTER COMPANY SB 611 63-28-08 DT DEC 2,1994.	AS IN AD & SB.	AS IN AD & SB.
DGCA/B-737/135	TO PREVENT STRUCTURAL INTEGRITY OF OUTBOARD CHORDS & SUBSEQUENT RAPID DECOMPRESSION OF AIRPLANE.	FAA AD 95-12-17 & BOEING ASB 737-53A 1166 REV1 DT. MAY 25, 1995.	AS IN AD & SB.	AS IN AD & SB.
DGCA/B-737/136	STANDS CANCELLED.			
DGCA/B-737/137	TO ENSURE THAT THE FLIGHT CREW IS PROVIDED WITH ADDITIONAL PROCEDURES NECESSARY FOR SHUTTING DOWN THE AUXILLARY POWER UNIT APU IN THE EVENT OF APU FIRE.	FAA AD 95-23-10.	AS IN AD.	AS IN AD.
DGCA/B-737/138	TO PREVENT FATIGUE CRACKING OF THE LOWER GATE HINGE ON THE FORWARD GALLEY SERVICE DOOR.	FAA AD 96-10-06.	AS IN AD.	AS IN AD.
DGCA/B-737/139	TO PREVENT SHORT CIRCUITING OF AWIRE BUNDLE LOCATED IN THE ELECTRICAL/ELECTRONICS(E/E) EQUIPMENT BAY.	FAA AD 96-10-08.	AS IN AD.	AS IN AD.
DGCA/B-737/140	TO PREVENT POSSIBLE FAILURE OF ONE OR MORE HYD SYSTEMS	FAA AD 2000-15-18	AS IN AD.	AS IN AD.
DGCA/B-737/141	TO PREVENT FALIURE OR INTERFERENCE OF OPENING OF THE FORWARD DOORS.	FAA AD 96-18-04.	AS IN AD.	AS IN AD.
DGCA/B-737/142	TO PREVENT UNCOMMANDED MOVEMENTS OF THE RUDDER & CONSEQUENT REDUCED CONTROLLABILITY OF THE AIRPLANE	FAAAD 97-14- 04	AS IN TAD AND ASB.	AS IN TAD AND ASB.
DGCA/B-737/143	TO PREVENT FAILURE OF THE HYDRAULIC FUSE WHICH COULD RESULT IN THE FAILURE OF ONE OR MORE HYDRAULIC SYSTEMS & RESULTANT REDUCED CONTROLLABILITY OF THE AIRPLANE.	FAA AD 96-22-11.	AS IN AD.	AS IN AD.
DGCA/B-737/144	TO PREVENT OVERLOAD OF THE STATIC INVERTER, WHICH COULD RESULT IN THE LOSS OF 115V AC STANDBY POWER AND THE ASSOCIATED FLIGHT INSTRUMENTS.	FAA AD 96-23-04.	AS IN THE AD.	AS IN THE AD.

DGCA/B-737/145	TO ENSURE THAT THE FLIGHT CREW IS ADVISED OF THE PROCEDURES NECESSARY TO ADDRESS A CONDITION INVOLVING A JAMMED OR RESTRICTED RUDDER	FAA AD's 2000-22-02 & 2000-22-02 R1	AS IN AD.	AS IN AD.
DGCA/B-737/146	TO PREVENT UNEXPECTED SIGNIFICANT CONTROL UPSET DUE TO MECHANICAL INTERFERENCE WITH THE LATERAL CONTROL SYSTEM TRANSFER MECHANISM.	97-01-10.	AS IN AD.	AS IN AD.
DGCA/B-737/147	TO PREVENT RESTRICTION OF ELEVATOR CONTROL DURING TAKEOFF CLIMBOUT AND LANDING DUE TO HIGHER THAN NORMAL ELEVATOR CONTROL FORCES CAUSED BY DAMAGED TIE LINKS IN THE ELEVATOR CENTERING UNIT.	FAA AD 96-25-17	AS IN AD.	AS IN AD.
DGCA/B-737/148	TO PREVENT THE NUT OF THE FUEL CAP ASSEMBLY FROM BACKING OFF AND THE CAP FROM LOSSENING AND SUBSEQUENTLY WANTED FUEL TRANFERRING OFF THE AUX FUEL TANKS.	FAAAD 97-03-04	AS IN AD./	AS IN AD.
DGCA/B-737/149	TO PREVENT MOVEMENT OF FLAPS FROM THEIR LAST SET POSITION WITHOUT ACTION BY THE PILOT WHICH COULD REDUCE THE CONTROLLABILITY OF THE AIRPLANE.	FAA AD 97-02-16 ASB 737-27A1199.	AS IN AD AND ASB.	AS IN AD AND ASB
DGCA/B-737/150	TO PREEVNT FATIGUE CRACKING OR FRACTURING OF THE PULLEY BRACKETS WHICH COULD RESULT IN SLACK IN THE CABLES AND CONSEQUENT REDUCED ABILITY OF FLIGHT CREW TO CONTROL THE AILERON.	FAA AD 97-03-14 AND SB 737-27-1154.	AS IN AD AND ASB	AS IN AD AND ASB.
DGCA/B-737/151	TO PREEVENT JAMMING THE AILERON CONTROL SYSTEM DURING FLIGHT WHICH COULD RESULT IN REDUCED LATERAL CONTROL OF THE AIRPLANE.	FAA AD 97-04-01.	AS IN AD.	AS IN AD.
DGCA/B-737/152	TO PREVENT ENGINE FUEL STARVATION RESULTING FROM MAIN WING TANK SUCTION FEED SYSTEM STRESS FRACTURES OR FUEL BOOST PUMP BYPASS VALVE FREEZING.	FAA AD 97-04-01.	AS IN AD.	AS IN AD.
DGCA/B-737/153	REPLACEMENT OF THE FLOW RESTRICTORS OF THE AILERON AND ELEVATOR PCUS'S WITH NEW FLOW RESTRICTORS	FAA AD 97-05-09 & BOEING SL 737-SL-27-71-A DT.19.6.92	AS IN AD BOEING SL	AS IN AD BOEING SL
DGCA/B-737/154	CANCELLED	-----		
DGCA/B-737/155	REPLACEMENT OF CERTAIN AILERON/RUDDER TRIM SWITCH TO PREVENT STICKING.	FAA AD 97-06-09 & BOEING ASB 737-27A 1198, DT.6.6.96	AS IN AD & BOEING ASB	AS IN AD & B-737
DGCA/B-737/156	TO PREVENT A REDUCED RATE OF MOVEMENT OF THE ELEVATOR, AILERON, OR RUDDER	FAA AD 2000-02-18	AS IN AD	AS IN AD
DGCA/B-737/157	TO PREVENT SUDDEN UNCOMMANDED YAWING OF THE AIRPLANE DUE TO POTENTIAL FAILURE WITHIN THE YAW DAMPER SYSTEM	FAA AD 97-09-15R1	AS IN AD	AS IN AD
DGCA/B-737/158	TO PREVENT EXCESSIVE RUDDER AUTHORITY & CONSEQUENT REDUCED CONTROL ABILITY	FAA AD 97-14-03	AS IN AD	AS IN AD
DGCA/B-737/159	TO PREVENT UNCOMMANDED MOVEMENT OF THE FELOTS SEATS DURING ACCELERATION & TAKE OFF OF THE AIRPLANE	FAA AD 97-15-06	AS IN AD	AS IN AD
DGCA/B-737/160	TO PREVENT FAILURE OF THE WHEEL FLANGES, WHICH COULD RESULT IN DAMAGE TO THE HYDRAULIC SYSTEM.	FAA AD 98-26-24	AS IN AD	AS IN AD
DGCA/B-737/161	TO PREVENT CORROSION IN THE BEARINGS, CABLES, ELECTRICAL CONNECTIVE, OR OTHER EQUIPMENT	FAA AD 97-18-06	AS IN AD	AS IN AD
DGCA/B-737/162	TO DETECT DEFECTIVE AILERONS INSTALLED ON AN AIRPLANE, WHICH COULD RESULT IN AN IN-FLIGHT SEPARATION OF AN AILERON FROM THE AIRPLANE.	FAA AD 98-03-09	AS IN AD.	AS IN AD.
DGCA/B-737/163	TO PREVENT UNCOMMANDED MOVEMENT OF RUDDER OR INCREASED RUDDER PEDAL FORCES & CONSEQUENT REDUCED CONTROLLABILITY OF THE AIRPLANE.	FAA AD 97-26-01.	AS IN AD.	AS IN AD.
DGCA/B-737/164	TO PREVENT REDUCED STRUCTURAL INTEGRITY DUE TO LOOSE OR MISSING FASTNERS OF LEFT OR RIGHT HAND HORIZONTAL STABLIZERS.	PRIORITY AD T98-02-51	AS IN AD.	AS IN AD.
DGCA/B-737/165	TO DETECT & CORRECT CRACKING IN THE UPPER JAMB AREA OF THE FUSELAGE & IN THE MAIN CARGO DOOR.	FAA AD 98-04-41	AS IN AD.	AS IN AD.
DGCA/B-737/166	TO PREVENT AN UNCOMMANDED RUDDER HARDOVER EVENT	FAA AD 2002-20-07R1	AS IN AD.	AS IN AD.
DGCA/B-737/167	TO PREVENT ADVERSELY AFFECTED OPERATION.	FAA AD 98-07-16	AS IN AD.	AS IN AD.
DGCA/B-737/168	CANCELLED IN VIEW OF DGCA/B737/184			
DGCA/B-737/169	SUPPLEMENTAL STRUCTURAL INSPECTION	FAA AD 98-11-04R1	AS IN AD.	AS IN AD.
DGCA/B-737/170	TO PREVENT LOSS OF RUDDER CONTROL.	FAA AD 98-13-12	AS IN AD.	AS IN AD.
DGCA/B-737/171	TO DETECT AND CORRECT FATIGUE CRACKING OF FORWARD ENGINE MOUNT SUPPORT FITTING AND ITS ATTACHMENT.	FAA AD 98-14-09	AS IN AD.	AS IN AD.
DGCA/B-737/172	TO PREVENT FUEL IMBALANCE DUE TO THE INABILITY OF THE FLIGHT CREW TO CROSS FEED FUEL.	FAA AD 98-18-20	AS IN AD.	AS IN AD.
DGCA/B-737/173	PLACARD/INSTALLATION OF AN ISOLATION VALVE IN THE DRAIN LINE DOWNSTREAM OF THE SELECTOR VALVE	FAA AD 99-01-16	AS IN AD	AS IN AD
DGCA/B-737/174(R1)	TO DETECT AND CORRECT CHAFING OF THE FLOAT SWITCH WIRING INSULATION IN THE CENTER FUEL TANK	FAA AD 2004-15-04	AS IN AD	AS IN AD
DGCA/B-737/175	REPETATIVE INPECTIONS TO DETECT CRACKING IN THE WEB OF THE AFT PRESSURE BULKHEAD	FAA AD 99-08-23	AS IN AD	AS IN AD
DGCA/B-737/176	REPETITIVE ULTRASONIC INSPECTIONS TO DETECT BROKEN BOLTS	FAA AD 99-04-23	AS IN AD	AS IN AD
DGCA/B-737/177	INSTALLATION OF COMONENTS TO PROVIDE SHIELDING AND SEPARATION OF FUEL SYSTEM WIRING FROM ADJACENT WIRING	FAA AD 99-03-04	AS IN AD	AS IN AD
DGCA/B-737/178	TO PREVENT FATIGUE CRACKING OF THE CORNERS OF THE DOOR FRAME AND THE CROSS BEAMS OF THE AFT CARGO DOOR	FAA AD 2000-06-13R1	AS IN AD	AS IN AD

DGCA/B-737/179	TO PREVENT DETACHMENT OF AN ELEVATOR TAB PUSH ROD	FAA AD 2000-19-05	AS IN AD	AS IN AD
DGCA/B-737/180	REPETITIVE INSPECTIONS AND FUNCTIONAL TEST OF TRAILING EDGE FLAP LIMIT SWITCH	FAA AD 99-10-13	AS IN AD	AS IN AD
DGCA/B-737/181(R1)	TO PREVENT FAILURE OF SECONDARY SERVO VALVE SLIDE IN THE RUDDER PCU DUE TO CRACKING OF THE SLIDE AND CONSEQUENT RUDDER HARD OVER AND REDUCE CONTROLLABILITY OF THE AEROPLANE	FAA AD 2007-03-07,FAA AD 99-11-05	AS IN AD	AS IN AD
DGCA/B-737/182	TO PREVENT FAILURE OF ALL ELECTRICALLY POWERED AIRPLANE SYSTEMS	FAA AD 99-24-08	AS IN AD	AS IN AD
DGCA/B-737/183	TO PREVENT FAILURE OF MULTIPLE TIE BOLTS OF MAIN LANDING GEAR WHEEL ASSEMBLIES	FAA AD 99-19-27	A SIN AD	AS IN AD
DGCA/B-737/184	TO DETECT & CORRECT CHAFING OF THE FUEL BOOST PUMP ELECTRICAL WIRING & LEAKAGE OF FUEL INTO THE CONDUIT & TO PREVENT ELECTRICAL ARCING BETWEEN THE WIRING & THE SURROUNDING CONDUIT	FAA AD 2007-24-02	AS IN AD	AS IN AD
DGCA/B-737/185	TO DETECT AN INCORRECTLY INSTALLED UPPER DECOMPRESSION PANEL	FAA AD 99-22-16	AS IN AD	AS IN AD
DGCA/B-737/186	TO PREVENT A SHORT CIRCUIT & OVERHEATING OF THE TRANSIENT SUPPRESSION DIODE	FAA AD 99-23-20	AS IN AD	AS IN AD
DGCA/B-737/187	TO PREVENT POSSIBLE IGNITION OF FUEL VAPOR IN THE FUEL BOOST PUMP	FAA AD 99-24-06	AS IN AD	AS IN AD
DGCA/B-737/188	TO PREVENT THE LINKAGE BETWEEN THE RATIO CHANGER INPUT ROD & THE AFT AILERON CONTROL QUADRANT FROM BECOMING DISCONNECTED	FAA AD 99-25-02	AS IN AD	AS IN AD
DGCA/B-737/189	TO PREVENT FAILURE OF THE SECONDARY SUPPORT TO SUSTAIN ENGINE LOADS IN THE EVENT OF FAILURE OF THE AFT ENGINE MOUNT CONE BOLT	FAA AD 99-26-07	AS IN AD	AS IN AD
DGCA/B-737/190	CANCELLED IN VIEW OF DGCA/B-737/181, VIDE LETTER NO 9-452/04 AI(2) DATED 06-01-05			
DGCA/B-737/191	TO PREVENT ELECTRICAL ARCING DUE TO CHAFING BETWEEN CERTAIN HYDRAULIC HOSES & ADJACENT WIRE BUNDLES	FAA AD 99-26-21	AS IN AD	AS IN AD
DGCA/B-737/192	TO PREVENT FATIGUE CRACKING OF THE ROD ENDS ON THE LEADING EDGE SLAT ACTUATORS	FAA AD 2003-03-05	AS IN AD	AS IN AD
DGCA/B-737/193	TO PREVENT FUEL SUCTION FEED OPERATION ON BOTH ENGINES WITHOUT FLIGHT CREW INDICATION	FAA AD 2000-04-02	AS IN AD	AS IN AD
DGCA/B-737/194	TO PREVENT INADEQUATE LIGHTING & CUEING OF THE EMERGENCY FLOOR PATH LIGHTING SYSTEM	FAA AD 2000-03-05	AS IN AD	AS IN AD
DGCA/B-737/195	TO DETECT & CORRECT CRACKING IN CERTAIN FUSELAGE FRAMES	FAA AD 2000-04-08	AS IN AD	AS IN AD
DGCA/B-737/196	TO DETECT FATIGUE CRACKING OF THE FORWARD PRESSURE BULKHEAD	FAA AD 2000-05-29	AS IN AD	AS IN AD
DGCA/B-737/197	TO PREVENT FRACTURE OF THE MAIN LANDING GEAR AXLE	FAA AD 2000-05-13	AS IN AD	AS IN AD
DGCA/B-737/198	TO PREVENT DAMAGE TO THE TAXI LIGHT ASSEMBLY	FAA AD 2000-08-17	AS IN AD	AS IN AD
DGCA/B-737/199	TO PREVENT FATIGUE CRACKING OF THE LOWER CORNERS OF THE DOOR FRAME & CROSS BEAM OF THE FORWARD CARGO DOOR	FAA AD 2000-07-06	AS IN AD	AS IN AD
DGCA/B-737/200	TO PREVENT UNCOMMANDED MOVEMENT OF THE FLIGHT CREW SEATS	FAA AD 2004-04-03 R1	AS IN AD	AS IN AD
DGCA/B-737/203	TO DETECT & CORRECT STRESS CORROSION CRACKING IN THE FRONT SPAR OF THE CENTER SECTION OF THE HORIZONTAL STABILIZER	FAA AD 2000-15-12	AS IN AD	AS IN AD
DGCA/B-737/201	TO DETECT & CORRECT CRACKING OF THE LOWER PORTION OF THE MAIN DECK CARGO DOOR FRAMES	FAA AD 2004-03-23	AS IN AD	AS IN AD
DGCA/B-737/202	TO PREVENT CRACKING OR BREAKING OF THE DOOR HANDLE MOUNTING HUB	FAA AD 2000-14-13	AS IN AD	AS IN AD
DGCA/B-737/204	TO PREVENT FAILURE OF THE SUPPLEMENTAL OXYGEN SYSTEM TO DELIVER OXYGEN TO THE PAX. & FLIGHT ATTENDANTS IN THE EVENT OF DECOMPRESSION	FAA AD 2000-15-16	AS IN AD	AS IN AD
DGCA/B-737/205	TO DETECT AND CORRECT FATIGUE CRACKS IN THE LAP JOINTS	FAA AD 2003-23-03 R1 & FAA AD 2003-14-06	AS IN AD	AS IN AD
DGCA/B-737/206	TO PREVENT A SEVERE ASYMMETRIC THRUST CONDITION DURING FLIGHT	FAA AD 2000-23-34	AS IN AD	AS IN AD
DGCA/B-737/207	TO DETECT & CORRECT DAMAGE OF THE AFT END OF EACH INBOARD FLAP TRACK OF THE WING OUTBOARD FLAP	FAA AD 2000-25-07	AS IN AD	AS IN AD
DGCA/B-737/208	TO PREVENT POTENTIAL IGNITION OF FIBERGLASS INSULATION IN THE ENVIRONMENTAL CONTROL SYSTEM (ECS) DUCTS	FAA AD 2000-26-05	AS IN AD	AS IN AD
DGCA/B-737/209	TO DETECT & CORRECT CHAFING & TO PREVENT ELECTRICAL CONTACT BETWEEN THE FQIS WIRING & THE SURROUNDING STRUCTURE	FAA AD 2001-01-13	AS IN AD	AS IN AD
DGCA/B-737/210	TO DETECT FATIGUE CRACKING OF THE FORWARD PRESSURE BULK HEAD	FAA AD 2001-02-01	AS IN AD	AS IN AD
DGCA/B-737/211	TO PREVENT IGNITION OF FUEL VAPOURS - CENTER TANK	FAA AD 2001-08-24	AS IN AD	AS IN AD
DGCA/B737/212	CHEMICAL OXYGEN GENERATOR	FAA AD 2001-10-14	AS IN AD	AS IN AD
DGCA/B737/213	PREVENTION OF UNRESTRAINED MOVEMENT OF PASSENGER SEATS DURING HIGH FWD DECELERATION OF AIRPLANE	FAA AD 2001-11-11	AS IN AD	AS IN AD
DGCA/B737/214	INSPECTION /REPLACEMENT OF MOTOR OPERATED SHUT OFF VALVES	FAA AD 2001-11-07	AS IN AD	AS IN AD
DGCA /B737/215	PREVENTION OF STRUCTURAL DAMAGE TO AIRPLANE AS A RESULT OF SEPARATION OF THE THRUST REVERSER TRANSLATING SLEEVE	FAA AD 91-25-06	AS IN AD	AS IN AD
DGCA /B737/216	REMOVAL OF ELECTRIC POWER FROM INFLIGHT ENTERTAINMENT SYSTEM	FAA AD 2001-14-10	AS IN AD	AS IN AD

DGCA /B737/217	TO PREVENT FAILURE OF THE MAIN DECK FLOOR BEAMS DUE TO FATIGUE	FAA AD 2001-14-20	AS IN AD	AS IN AD
DGCA /B737/218	TO PREVENT OF AN ESCAPE SLIDE TO DEPLOY OR INFLATE CORRECTLY	FAA AD 2001-15-01	AS IN AD	AS IN AD
DGCA/B737/219	TO PREVENT INABILITY TO SHUT OFF THE FLOW OF FUEL TO AN ENGINE AFTER UNCONTAINED ENGINE FAILURE	FAA AD 2001-13-07	AS IN AD	AS IN AD
DGCA/B737/220(R1)	TO PREVENT UNCOMMANDED CLOSURE OF ENGINE FUEL SHUT OFF VALVE	FAA AD 2005-10-11 ( AD 2001-14-06 IS SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B737/221	REPETITIVE INSPECTION OF WING SPARS TO DETECT CRACKING OR CORROSION	FAA AD 2001-16-06	AS IN AD	AS IN AD
DGCA/B737/222	REPETITIVE INSPECTIONS OF FLOOR BEAMS AND TRANSVERSE BEAMS.	FAA AD 2001-17-18	AS IN AD	AS IN AD
DGCA/B737/223	ONE TIME INSPECTIONOF THE CARRIAGE SPINDLES ON THE OUTBOARD MIDFLAP.	FAA AD 2001-16-11	AS IN AD	AS IN AD
DGCA/B737/224	INSPECTION OF WIRE BUNDLES IN MWW TO DETECT CHAFING OR DAMAGE	FAA AD 2001-20-10	AS IN AD	AS IN AD
DGCA/B737/225	TO PREVENT LOSS OF RUDDER CONTROL DUE TO IMPROPERLY TORQUED FASTENERS	FAA AD 2001-22-13	AS IN AD	AS IN AD
DGCA/B737/226	TO PREVENT A SHORT CIRCUIT AND RESULTANT ARCING	FAA AD 2001-24-33	AS IN AD	AS IN AD
DGCA/B737/227(R1)	TO PREVENT DETACHMENT OF THE SHOULDER RESTRAINT HARNESS	FAA AD 2006-26-13	AS IN AD	AS IN AD
DGCA / B737/228(R1)	TO PREVENT EXCESSIVE INFLIGHT VIBRATIONS OF THE ELEVATOR TAB	FAA AD 2006-12-23 (FAA AD 2002-01-01 IS SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B737/229	TO PREVENT THE LOOSENING AND LOSS OF THE SUPPORT PIN RETAINING BOLT ON THE MLG	FAA AD 2002-02-08	AS IN AD	AS IN AD
DGCA/B737/230	TO FIND FIX DISCREPANCIES OF THE INBOARD TRACKS OF THE OUTBOARD FLAPS	FAA AD 2002-05-07	AS IN AD	AS IN AD
DGCA/B737/231	TO PREVENT DISCONNECTED AILRON TAB	FAA AD 2002-10-12	AS IN AD	AS IN AD
DGCA/B737/232	TO PREVENT OPERATION WITH FAILED FCMs	FAA AD 2002-19-51R1	AS IN AD	AS IN AD
DGCA/B737/233	TO PREVENT JAMMING OF THE FIRST OFFICERS CONTROL WHEEL	FAA AD 2002-18-02	AS IN AD	AS IN AD
DGCA/B737-Classic /234R1	TO DETECT & CORRECT CRACKED,CORRODED OR FRACTURED CARRIAGE SPINDLES AND TO PREVENT SEVERE FLAP ASYMMETRY,WHICH COULD RESULT IN REDUCED CONTROL OR LOSS OF CONTROLLABILITY OF THE AIRPLANE	FAA AD 2010-15-08	AS IN AD	AS IN AD
DGCA/B737/235	TO PREVENT ENCAPACITION OF THE FLIGHT CREW DUE TO LACK OF OXYGEN	FAA AD 2003-03-15 R1	AS IN AD	AS IN AD
DGCA/B737/236	TO PREVENT FAILURE OF LANDING GEAR PARTS	FAA AD 2003-07-12	AS IN AD	AS IN AD
DGCA/B737/237	TO PREVENT HIGH -VELOCITY SEPARATION OF A BARREL, PISTON, OR END CAP FROM A HYDRAULIC ACCUMULATOR	FAA AD 2003-11-03	AS IN AD	AS IN AD
DGCA/B737/238	TO PREVENT INADVERTENT RELEASE OF THE DECOMPRESSION LATCH AND CONSEQUENT OPENING OF THE DECOMPRESSION PANEL IN THE FLIGHT DECK DOOR..	FAA AD 2007-10-12 SUPERCEDES FAA AD 2005-12-05	AS IN AD	AS IN AD
DGCA/B737/239	TO PREVENT A REDUCTION IN FLIGHT CREW VISIBILITY DUE TO STALLED WIPER MOTORS	FAA AD 2003-20-13	AS IN AD	AS IN AD
DGCA/B737/240	TO DETECT AND CORRECT LOOSE BOLTS COMMON TO THE FLANGE OF THE RUDDER FRONT SPAR AND MAIN THRUST HINGE AND ACTUATOR ASSEMBLY	FAA AD 2003-26-01	AS IN AD	AS IN AD
ONLY Nomenclature Changed as follows	Vide HQ letter no 9-452 & 749 / 04 - AI(2) dtd. 08/01/2004			
DGCA / B737-Classic / 241	TO PREVENT RUPTURE OF THE POTABLE WATER TANK DURING FLIGHT OF THE AIRPLANE	FAA AD 2003-26-08	AS IN AD	AS IN AD
DGCA / B737-Classic / 242	TO PREVENT FIRE EXTINGUISHING SYSTEM AND FUEL SYSTEM HOSE FAILURE DUE TO IMPROPERLY HEAT TREATED ALUMINIUM B-NUTS	FAA AD 2003-23-05	AS IN AD	AS IN AD
DGCA / B737-Classic / 243	TO PREVENT FORWARD DOOR ESCAPE SLIDES FROM FALLING OUT OF THEIR COMPARTMENTS IN TO THE AIRPLANE INTERIOR AND INFLATING	FAA AD 2004-02-08	AS IN AD	AS IN AD
DGCA / B737-Classic / 244(R1)	TO PREVENT THE LATCH CABLE ASSEMBLY FROM DISCONNECTING FROM THE LATCH BLOCK ASSEMBLY OF THE DOOR MOUNTED ESCAPE SLIDE	FAA AD 2004-03-34 R1	AS IN AD	AS IN AD
DGCA / B737-Classic / 245	TO PREVENT RAPID DECOMPRESSION OF THE AIRPLANE ,AND POSSIBLE SEPARATION OF THE FORWARD ENTRY DOOR FROM THE AIRPLANE	FAA AD 2004-09-09	AS IN AD & ASB	AS IN AD & ASB
DGCA / B737-Classic / 246	TO ELIMINATE THE POSSIBILITY THAT THE AIRPLANE CREW COULD BE UNABLE TO REMOVE POWER FROM THE IN-FLIGHT ENTERTAINMENT SYSTEM DURING A NON-NORMAL OR EMERGENCY SITUATION	FAA AD 2004-05-27	AS IN AD	AS IN AD
DGCA / B737-Classic / 247	TO PREVENT DAMAGE TO ENGINES,AIRFRAMES AND PROPERTY ON THE GROUND THAT IS ASSOCIATED WITH THE PROBLEMS OF "BLUE ICE "	FAA AD 2004-06-18	AS IN AD	AS IN AD
DGCA / B737-Classic/248	TO ENSURE ADEQUATE ELECTRICAL BONDING BETWEEN THE PENETRATION FITTINGS OF HYDRAULIC HEAT EXCHANGER AND REAR SPARS OF THE FUEL TANKS	FAA AD 2004-10-06	AS IN AD	AS IN AD
DGCA / B737-Classic/249	TO FIND AND FIX FATIGUE CRACKING OF THE SKIN PANELS, WHICH COULD RESULT IN SUDDEN FRACTURE AND FAILURE OF THE SKIN PANELS OF THE FUSELAGE, AND CONSEQUENT RAPID DECOMPRESSION OF THE AIRPLANES.	FAA AD 2004-18-06	AS IN AD	AS IN AD
DGCA / B737-Classic/250	TO PREVENT FAILURE OF THE OUTER AND INNER HINGE PINS OF HORIZONTAL STABLIZERS DUE TO CORROSION OR CRACKING.	FAA AD 2004-19-10	AS IN AD &ASB	AS IN AD &ASB

DGCA / B737-Classic/251	TO PREVENT DISCREPANCIES OF THE FUSELAGE SKIN WHICH COULD RESULT IN FATIGUE CRACKING DUE TO CABIN PRESSURIZATION AND CONSEQUENT RAPID INFLIGHT DECOMPRESSION OF THE AIRPLANE FUSELAGE.	FAA AD 2009-07-11	AS IN AD	AS IN AD
DGCA / B737-Classic/252	TO PREVENT LOOSEND OR DISCONNECTED OVERHEAD DUCTS FROM CAUSING CEILING PANELS TO DROP BELOW THE MINIMUM HEIGHT OF THE EVACUATION ZONE FOR THE PASSENGER CABIN.	FAA AD 2005-03-02	AS IN AD	AS IN AD
DGCA / B737-Classic/253	TO PREVENT ARCING OR SPARKING AT THE INTERFACE BETWEEN THE BULKHEAD FITTINGS OF THE ENGINE FUEL FEED TUBE AND THE FRONT SPAR INSIDE THE FUEL TANK OF THE WINGS AND BETWEEN THE OVERWING FUEL FILL PORTS AND THE AIRPLANE STRUCTURE DURING A LIGHTNING STRIKE.	FAA AD 2005-04-01	AS IN AD	AS IN AD
DGCA / B737-Classic/254	TO PREVENT UNSAFE LEVELS OF CURRENT OR ENERGY FROM ENTERING THE FUEL TANK.	FAA AD 2005-05-17	AS IN AD	AS IN AD
DGCA / B737-Classic/255	TO DETECT AND CORRECT FATIGUE CRACKING OF THE AFT FRAME AND FRAME SUPPORT STRUCTURE OF THE FORWARD GALLEY DOOR	FAA AD 2005-07-12	AS IN AD	AS IN AD
DGCA / B737-Classic/256	TO FIND AND FIX FATIGUE CRACKING IN THE FUSELAGE SKIN, DOUBLER, BEARSTRAP, AND FRAMES	FAA AD 2005-07-19	AS IN AD	AS IN AD
DGCA / B737-Classic/257	TO PREVENT FUEL OR VAPORS FROM LEAKING INTO THE CARGO OR PASSENGER COMPARTMENTS.	FAA AD 2005-13-15	AS IN AD	AS IN AD
DGCA / B737-Classic/258	TO DETECT AND CORRECT FATIGUE CRACKING OF THE FUSELAGE SKIN ( B 737-300,400, & 500)	FAA AD 2005-13-27	AS IN AD	AS IN AD
DGCA / B737-Classic/259	TO DETECT AND CORRECT FATIGUE CRACKING OF THE SKIN PANELS.( B 737-100,200, & 200C)	FAA AD 2005-13-30	AS IN AD	AS IN AD
DGCA / B737-Classic/260	TO PREVENT SEPERATION OF THE SUPPORT BEAM OF THE MLG FROM THE REAR SPAR	FAA AD 2005-18-08	AS IN AD	AS IN AD
DGCA / B737-Classic/261	TO PREVENT THE FMC FROM DISPLAYING THE INCORRECT ACTUAL NAVIGATIONAL PERFORMANCE VALUE TO THE FLIGHT CREW	FAA AD 2005-19-19	AS IN AD	AS IN AD
DGCA / B737-Classic/262	TO DETECT AND CORRECT FATIGUE CRACK OF THE COUNTERSUNK RIVET HOLE	FAA AD 2005-19-25	AS IN AD	AS IN AD
DGCA / B737-Classic/263	TO DETECT AND CORRECT CRACKS IN THE STIFFNERS AT LEFT BUTTOCK LINE (LBL) AND RIGHT BUTTOCK LINE (RBL) 6.15.	FAA AD 2005-20-01	AS IN AD	AS IN AD
DGCA / B737-Classic/264	TO DETECT AND CORRECT FATIGUE CRACKING OF THE INTERCOSTALS ON THE FORWARD AND AFT SIDES OF THE FORWARD ENTRY DOOR	FAA AD 2009-16-14	AS IN AD	AS IN AD
DGCA / B737-Classic/265	TO PREVENT A LIFTED SLAT	FAA AD 2005-20-16	AS IN AD	AS IN AD
DGCA / B737-Classic/266	TO PREVENT COLLAPSE OF THE MLG, OR DAMAGE TO HYDRAULIC TUBING OR THE AILERON CONTROL CABLES	FAA AD 2005-20-39	AS IN AD	AS IN AD
DGCA / B737-Classic/267	TO DETECT AND CORRECT CHAFING OF THE WIRE BEHIND THE P15 REFUEL PANEL	FAA AD 2005-23-17	AS IN AD	AS IN AD
DGCA / B737-Classic/268	TO PREVENT LOSS OF ELEVATOR CONTROL AND CONSEQUENT REDUCED CONTROLLABILITY OF THE AIRPLANE	FAA AD 2005-26-03	AS IN AD	AS IN AD
DGCA / B737-Classic/269	TO PREVENT CHAFED WIRE BUNDLES NEAR THE CENTER FUEL TANK	FAA AD 2006-03-12	AS IN AD	AS IN AD
DGCA / B737-Classic/270(R2)	TO PREVENT RAPID DECOMPRESSION OF THE AIRPLANE DUE TO FATIGUE CRACKS RESULTING FROM SCRIBE LINES ON PRESSURIZED FUSELAGE STRUCTURE	FAA AD 2010-05-13	AS IN AD	AS IN AD
DGCA / B737-Classic/271	TO PREVENT FIRE PROPAGATION OR SMOKE IN THE CABIN AREA DUE TO ELECTRICAL ARCING OR SPARKING AND IGNITION OF THE SPIRAL WIRE WRAPPING	FAA AD 2006-12-06	AS IN AD	AS IN AD
DGCA / B737-Classic/272	TO PREVENT FAILUR OF THE AIRPLANE TO PRESSURIZE AND SUBSEQUENT FAILURE OF THE FLIGHTCREW TO RECOGNIZE AND REACT TO A VALID CABIN ALTITUDE WARNING HORN	FAA AD 2006-13-13	AS IN AD	AS IN AD
DGCA / B-737-Classic/273	TO PREVENT CONTAMINATION OF THE FUELING FLOAT SWITCH OF THE AUXILIARY FUEL TANK BY MOISTURE OR FUEL, AND CHAFING OF THE FLOAT SWITCH WIRING AGAINST THE FLOAT SWITCH CONDUIT IN THE FUEL TANK	FAA AD 2006-15-05	AS IN AD	AS IN AD
DGCA / B-737-Classic/274	TO PREVENT A SINGLE FAULT FAILURE IN FLIGHT FROM SIMULATING A TEST CONDITION AND SHOWING TEST PATTERNS INSTEAD OF THE SELECTED RADIO FREQUENCIES ON THE COMMUNICATION PANELS	FAA AD 2006-15-18	AS IN AD	AS IN AD
DGCA / B-737-Classic/275	TO PREVENT STRUCTURAL OVERLOAD OF THE AUXILIARY FUEL TANK SUPPORT STRUCTURE	FAA AD 2006-18-11	AS IN AD	AS IN AD
DGCA / B-737-Classic/276	TO PREVENT EXCESSIVE VIBRATION OF THE AIRFRAME DURING FLIGHT	FAA AD 2006-21-01	AS IN AD	AS IN AD
DGCA / B-737-Classic/277	TO DETECT AND CORRECT FRAME CRACKS FOUND AT ATTACHMENT HOLES FOR SUPOORT BRACKETS FOR THE AIRCONDITIONING OUTLET EXTRUSION	FAA AD 2006-26-09	AS IN AD	AS IN AD
DGCA / B-737-Classic/278	TO PREVENT FATIGUE CRACKS IN CERTAIN VERTICAL BEAM WEBS	FAA AD 2007-03-03	AS IN AD	AS IN AD
DGCA / B-737-Classic/279	TO PREVENT FAILURE OF ACTIVATION MECHANISM OF CHEMICAL OXYGEN GENERATOR	FAA AD 2007-07-02	AS IN AD	AS IN AD
DGCA / B-737-Classic/280	TO FIND AND FIX DISCREPANCIES OF THE ELEVATOR TAB CONTROL ROD ASSEMBLY,WHICH COULD RESULT IN EXCESSIVE FREEPLAY IN THE ELEVATOR TAB CONTROL RODS	FAA AD 2007-16-05	AS IN AD	AS IN AD

DGCA/ B-737-Classic/281	TO PREVENT CRACKING OF THE STA 259.5 CIRCUMFERENTIAL BUTT SPLICE	FAA AD 2007-26-04	AS IN AD	AS IN AD
DGCA/ B-737-Classic/282	SS AD	-----	AS IN AD	AS IN AD
DGCA/ B-737-Classic/283	TO PREVENT THE ESCAPE SLIDE FROM BEING UNUSABLE DURING AN EMERGENCY EVACUATION	FAA AD 2008-03-20	AS IN AD	AS IN AD
DGCA/ B-737-Classic/284	TO DETECT AND CORRECT LOOSE OR MISSING PARTS FROM THE MAIN SLAT TRACK DOWNSTOP ASSEMBLIES	FAA AD 2008-06-29	AS IN AD	AS IN AD
DGCA/ B-737-Classic/285R1	TO PREVENT THE IN-LINE FLOW INDICATORS OF THE PASSENGER OXYGEN MASKS FROM FRACTURING AND SEPRATING	FAA AD 2010-14-06	AS IN AD	AS IN AD
DGCA/ B-737-Classic/286	TO PREVENT CRACKING OF SUPPORT FITTINGS	FAA AD 2008-06-09	AS IN AD	AS IN AD
DGCA/ B-737-Classic/287	TO DETECT AND CORRECT FATIGUE CRACKING OF THE UPPER AND LOWER CHORDSAND WEB OF THE LONGITUDINAL FLOOR BEAMS	FAA AD 2008-05-06	AS IN AD	AS IN AD
DGCA/ B-737-Classic/288	TO PREVENT FAILURE OF THE MAIN DECK FLOOR BEAMS AT CERTAIN BODY STATIONS DUE TO FATIGUE CRACKING	FAA AD 2008-04-21	AS IN AD	AS IN AD
DGCA/ B-737-Classic/289	TO DETECT & CORRECT CRACKING WHICH COULD RESULT IN DISCONNECTION OF THE MLG ACTUATOR FROM THE REAR SPAR AND SUPPORT BEAM	FAA AD 2008 - 08 -10	AS IN AD	AS IN AD
DGCA/ B-737-Classic/290	TO MAINTAIN THE CONTINUED STRUCTURAL INTEGRITY OF THE ENTIRE FLEET OF MODEL 737-100, -200 AND 200C AIRPLANES	FAA AD 2008 -11-03	AS IN AD	AS IN AD
DGCA/ B-737-Classic/291	TO DETECT AND CORRECT CRACKING IN THE SKIN, BEARSTRAP, AND/OR FRAME OUTER CHORD IN THE HINGE CUTOUT AREAS OF THE FORWARD ENTRY AND FORWARD GALLEY SERVICE DOORWAYS	FAA AD 2008-11-04	AS IN AD	AS IN AD
DGCA/ B-737-Classic/292R1	TO PREVENT THE POTENTIAL FOR IGNITION SOURCES INSIDE FUEL TANKS CAUSED BY LATENT FAILURES, ALTERATIONS, REPAIRS, OR MAINTENANCE ACTIONS	FAA AD 2008-10-09 R1	AS IN AD	AS IN AD
DGCA/ B-737-Classic/293	TO DETECT AND CORRECT CRACKING IN THE VINYL INTERLAYER OR DAMAGE TO THE STRUCTURAL INNER GLASS PANES OF THE FLIGHT DECK	FAA AD 2008-09-15	AS IN AD	AS IN AD
DGCA/ B-737-Classic/294R2	TO DETECT AND CORRECT CORROSION OF THE CARRIAGE SPINDLE WHICH COULD RESULT IN FRACTURE	FAA AD 2011 -04 -10	AS IN AD	AS IN AD
DGCA/ B-737-Classic/295	TO DETECT AND CORRECT FATIGUE CRACKING OF THE UPPER FRAME TO SIDE FRAME SPLICE OF THE FUSELAGE	FAA AD 2008-13-12 R1	AS IN AD	AS IN AD
DGCA/ B-737-Classic/296	TO PREVENT FATIGUE CRACKING IN THE WEB PANEL OF THE MAIN WHEEL WELL PRESSURE DECK	FAA AD 2008-13-25	AS IN AD	AS IN AD
DGCA/ B-737-Classic/297	TO DETECT AND CORRECT CRACKING WHICH COULD PREVENT THE LEFT FORWARD ENTRY DOOR FROM SEALING CORRECTLY	FAA AD 2008 -17-03	AS IN AD	AS IN AD
DGCA/ B-737-Classic/298R1	TO PREVENT DAMAGE OF THE FUSE PINS OF THE INBOARD & OUTBOARD MIDSPAR FITTINGS OF THE NACELLE STRUT WHICH COULD RESULT IN REDUCED STRUCTURAL INTEGRITY OF THE FUSE PINS & CONSEQUENT LOSS OF STRUT & SEPARATION OF ENGINE	FAA AD 2011 -01- 12	AS IN AD	AS IN AD
DGCA/ B-737-Classic/299	TO PREVENT A WATER LEAK INTO THE FLIGHT DECK CEILING,WHICH COULD RESULT IN AN ELECTRICAL SHORT & POSSIBLE LOSS OF SEVERAL FUNCTIONS ESSENTIAL TO SAFE FLIGHT	FAA AD 2008 - 17 -13	AS IN AD	AS IN AD
DGCA/ B-737-Classic/300	TO DETECT AND CORRECT FATIGUE CRACKING OF THE FUSELAGE SKIN PANELS AT THE CHEM -MILL STEPS WHICH COULD RESULT IN SUDDEN FRACTURE & FAILURE OF THE FUSELAGE SKIN PANELS & CONSEQUENT RAPID DECOMPRESSION OF THE AIRPLANE	FAA AD 2008 - 19 - 03	AS IN AD	AS IN AD
DGCA/ B-737-Classic/301	TO PREVENT FAILURE OF THE WINDSHIELD WIPERS IN WET WEATHER WHICH COULD RESULT IN DECREASED VISIBILITY FOR THE FLIGHT CREW	FAA AD 2008 - 24 - 05	AS IN AD	AS IN AD
DGCA/ B-737-Classic/302	TO PREVENT FAILURE OF THE FLIGHT CREW TO RECOGNIZE & REACT TO A VALID CABIN ALTITUDE WARNING HORN WHICH COULD RESULT IN INCAPACITATION OF THE FLIGHTCREW DUE TO HYPOXIA	FAA AD 2008 - 23 -07	AS IN AD	AS IN AD
DGCA/ B-737-Classic/303	TO ENSURE THAT INSULATION BLANKETS CONSTRUCTED OF AN -26 ARE REMOVED FROM THE FUSELAGE.SUCH INSULATION BRACKETS COULD IGNITE & PROPOGATE A FIRE THAT IS THE RESULT OF ELECTRICAL ARCING OR SPARKING	FAA AD 2008 -23 - 09	AS IN AD	AS IN AD
DGCA/ B-737-Classic/304	TO DETECT & CORRECT CRACKING IN THE FUSELAGE FRAMES & FRAME REINFORCEMENTS WHICH COULD REDUCE STRUCTURAL CAPABILITY OF THE FRAMES TO SUSTAIN LIMIT LOADS	FAA AD 2009 - 02 - 06R1	AS IN AD	AS IN AD
DGCA/ B-737-Classic/305	TO DETECT & CORRECT BROKEN RETRACT ACTUATOR BEAMS OF THE MLG	FAA AD 2009 - 09 - 07	AS IN AD	AS IN AD
DGCA/ B-737-Classic/306	TO DETECT & CORRECT FATIGUE CRACKING OF THE BACKUP INTER COSTALS & UPPER SILL WEB OF THE FORWARD AIRSTAIR DOORWAY	FAA AD 2009 - 09 - 06	AS IN AD	AS IN AD
DGCA/ B-737-Classic/307	TO PREVENT LOSS OF ALL ATTITUDE INDICATIONS FROM BOTH THE STANDBY INDICATOR & EFIS DISPLAYS	FAA AD 2009 -12 - 05	AS IN AD	AS IN AD
DGCA/ B-737-Classic/308	TO ENSURE THAT THE FLIGHTCREW IS ABLE TO TURN OFF ELECTRICAL POWER TO IFE SYSTEMS & OTHER NON ESSENTIAL ELECTRICAL SYSTEMS	FAA AD 2009 -12 - 06	AS IN AD	AS IN AD
DGCA/ B-737-Classic/309	TO PREVENT A HOT SHORT BETWEEN THE OUTBOARD LANDING LIGHT & FUEL SHUT OFF VALVE CIRCUITS	FAA AD 2009 - 14 -04	AS IN AD	AS IN AD
DGCA/ B-737-Classic/310R1	TO PREVENT A POTENTIAL OF IGNITION SOURCES INSIDE FUEL TANKS,WHICH IN COMBINATION WITH FLAMMABLE FUEL VAPOURS COULD RESULT IN A FUEL TANK FIRE OR EXPLOSION & CONSEQUENT LOSS OF THE AIRPLANE	FAA AD 2009 - 20 -11CORRECTED ON 23RD DEC 2009	AS IN AD	AS IN AD

DGCA/ B-737-Classic/311	TO DETECT & CORRECT CRACKING IN THE AFT FUSELAGE SKIN ALONG THE LONGITUDINAL EDGES OF THE BONDED SKIN DOUBLER,WHICH COULD RESULT IN REDUCED STRUCTURAL INTEGRITY OF THE AIRPLANE	FAA AD 2009 - 21 -01	AS IN AD	AS IN AD
DGCA/ B-737-Classic/312	TO PREVENT A STANDBY STATIC INVERTER FROM OVERHEATINGWHICH COULDRESULT IN SMOKE IN THE FLIGHT DECK & CABIN & LOSS OF THE ELECTRICAL STANDBY POWER SYSTEM	FAA AD 2009 -26-03	AS IN AD	AS IN AD
DGCA/ B-737-Classic/313	TO DETECT & CORRECT FATIGUE CRACKING OF THE FUSELAGE SKIN PANELS AT THE CHEM -MILLED STEPS,WHICH COULD RESULT IN SUDDEN FRACTURE OF THE FUSELAGE SKIN PANELS	FAA AD 2010-01-09	AS IN AD	AS IN AD
DGCA/ B-737-Classic/314	TO PREVENT FAILURE OF DEFECTIVE FLIGHT DECK DOOR WHICH COULD JEOPARADIZE FLIGHT SAFETY	FAA AD 2008-01-01	AS IN AD	AS IN AD
DGCA/ B-737-Classic/315	TO PREVENT INADVERTENT ELECTRICAL CURRENT,WHICH CAN CAUSE THE LOW PRESSURE FLEX HOSES OF THE CREW OXYGEN SYSTEM TO MELT OR BURN,RESULTING IN OXGEN SYSTEM LEAKAGE	FAA AD 2010-16-06	AS IN AD	AS IN AD
DGCA/ B-737-Classic/316	TO DETECT & CORRECT FATIGUE CRACKING OF CERTAIN FUSELAGE FRAMES AND STUB BEAMS AND POSSIBLE SEVERED FRAMES WHICH COULD RESULT IN REDUCED STRUCTURAL INTEGRITY OF THE FRAMES	FAA AD 2010-17-14	AS IN AD	AS IN AD
DGCA/ B-737-Classic/317	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 53:FUSELAGE	FAA AD 2010-25-06	AS IN AD	AS IN AD
DGCA/ B-737-Classic/318	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 54:NACELLES/PYLONS	FAA AD 2011-01-12	AS IN AD	AS IN AD
DGCA/ B-737-Classic/319	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 31:INSTRUMENTS	FAA AD 2011-03-14	AS IN AD	AS IN AD
DGCA/ B-737-Classic/320	JOINT AIRCRAFT SYSTEM COMPONENT (JASC) / AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 53: FUSELAGE	FAA AD 2011-08-51 HAS NOT BEEN DECLARED OWING TO NON AVAILABILITY OF THE AIRCRAFT	AS IN AD	AS IN AD
DGCA/ B-737-Classic/321	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 28: FUEL	FAA AD 2011-12-09	AS IN AD	AS IN AD