

Sr No	DGCA NO	SUBJECT	REFERENCE	COMPLIANCE	APPLICABILITY
1	DGCA/B737 -600,-700,-800/1	TO PREVENT FAILURE OF THE AUXILIARY POWER UNIT (APU) OR ENGINE FIRE DETECTION SYSTEM TO DETECT A FIRE IN TIMELY MANNER	FAA AD 98-21-11	AS IN AD	AS IN AD
2	DGCA/B737 -600,-700,-800/2	TO PREVENT MAJOR FUEL LEAKAGEDUE TO EXCESSIVE WEAR OF THE QUICK DISCONNECT COUPLING	FAA AD 2002-14-21	AS IN AD	AS IN AD
3	DGCA/B737 -NG/ 3	TO PREVENT EXPOSURE OF THE LOWER SURFACE OF THE STRUT TO EXTREME HIGH TEMP,CREATION OF A SOURCE OF IGNITION & INCREASED RISK OF UNCONTROLLABLE FIRE & POSSIBLE FUEL TANK EXPLOSION	FAA AD 2008 - 21 - 02	AS IN AD	AS IN AD
4	DGCA/B737 -600,-700,-800/4	REPETITIVE INSPECTION AND FUNCTIONAL TEST OF TRAILING EDGE FLAP LIMIT SWITCH	99-10-13	AS IN AD	AS IN AD
5	DGCA/B737 -600,-700,-800/5(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
6	DGCA/B737 -600,-700,-800/6	TO PREVENT OVERHEATING, MELTING, AND SUBSEQUENT FAILURE OF THE POWER FEEDER TERMINALS	FAA AD 2001-22-11	AS IN AD	AS IN AD
7	DGCA/B737 -600,-700,-800/7	TO DETECT AND CORRECT IMPROPER GROUNDING OF THE SQUIB CIRCUIT	FAA AD 99-16-11	AS IN AD	AS IN AD
8	DGCA/B737 -600,-700,-800/8	TO PREVENT LOSS OF CONTROLLABILITY OF THE AIRPLANE DUE TO EXCESSIVE FREEPLAY IN ELEVATOR TAB	FAA AD 99-15-09 & FAA AD 99-18-01	AS IN AD	AS IN AD
9	DGCA/B737 -600,-700,-800/9	TO DETECT AN INCORRECTLY INSTALLED UPPER DECOMPRESSION PANEL	FAA AD 99-22-16	AS IN AD	AS IN AD
10	DGCA/B737 -600,-700,-800/10	TO PREVENT WATER ACCUMULATION IN THE LOWER CORNERS OF THE FLIGHT DECK EMERGENCY EXITS	FAA AD 99-26-10	AS IN AD	AS IN AD
11	DGCA/B737 -600,-700,-800/11	CANCELLED IN VIEW OF DGCA/B-737-600,-700,-800/5, VIDE LETTER NO 9-749/04 AI(2) DATED 06-01-05			
12	DGCA/B737 -600,-700,-800/12	TO PRENEVT ELECTRICAL ARCING DUE TO CHAFING BETWEEN CERTAIN HYDRAULIC HOSES & ADJACENT WIRE BUNDLES	FAA AD 99-26-21	AS IN AD	AS IN AD
13	DGCA/B737 -600,-700,-800/13	TO PREVENT FAILURE OF THE KEEL BEAM STRUCTURE	FAA AD 2000-08-08 & 2001-17-02	AS IN AD	AS IN AD
14	DGCA/B737 -600,-700,-800/14	TO PREVENT LOSS OF CONTROL OF THE AIRPLANE DURING TAKEOFF & LANDING	FAA AD 2000-07-09	AS IN AD	AS IN AD
15	DGCA/B737 -600,-700,-800/15	TO PREVENT LOSS OF COMMUNICATION BETWEEN THE FLIGHT CREW & atc	FAA AD 2000-14-02	AS IN AD	AS IN AD
16	DGCA/B737 -600,-700,-800/16	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
17	DGCA/B737 -600,-700,-800/17(R1)	TO ENSURE THAT THE FLIGHT CREW IS ADVISED OF THE PROCEDURESNECESSARY TO ADDRESS A CONDITION INVOLVING A JAMMED OR RESTRICTED RUDDER	FAA AD 2007-03-07,FAA AD's 2000-22-02 & 2000-22-02 R1	AS IN AD	AS IN AD
18	DGCA/B737 -600,-700,-800/18	TO PREVENT EXCESSIVE INFLIGHT VIBRATIONS OF THE ELEVATOR TAB	FAA AD 2001-08-09, 2001-09-51& 2001-14-05	AS IN AD	AS IN AD

19	DGCA/B737 -600,-700,-800/19	TO DETECT & CORRECT CRACKING OF THE ELEVATOR HINGE PLATES	FAA AD 2001-23-01	AS IN AD	AS IN AD
20	DGCA/B737 -600,-700,-800/20	TO PREVENT JAMMING, RESTRICTING OR BINDING OF THE ELEVATOR CONTROL SURFACES	FAA AD 2001-06-15	AS IN AD	AS IN AD
21	DGCA/B737 -600,-700,-800/21	TO PREVENT EXCESSIVE FREEPLAY IN THE TAB CONTROL MECHANISM	FAA AD 2001-09-51	AS IN AD	AS IN AD
22	DGCA/B737 -600,-700,-800/22	TO PREVENT IGNITION OF FUEL VAPOUR - CENTER TANK.	FAA AD 2001-08-24	AS IN AD	AS IN AD
23	DGCA/B737 -600,-700,-800/23	CHEMICAL OXYGEN GENERATOR	FAA AD 2001-10-14	AS IN AD	AS IN AD
24	DGCA/B737 -600,-700,-800/24	TO PREVENT SEVERE DAMAGE TO THE HORIZONTAL STABILIZER	FAA AD 2001-12-51 & FAA EMERGENCY AD 2002-08-52	AS IN AD	AS IN AD
25	DGCA/B737-600,-700,-800/25	TO PREVENT FATIGUE CRACKING ALONG THE BULKHEAD TO FUSELAGE ATTACHMENTS	FAA AD 2001-13-23	AS IN AD	AS IN AD
26	DGCA/B737-600,-700,-800/26	INSPECTION/ REPLACEMENT OF MOTOR OPERATED HYDRAULIC SHUT OFF VALVES	FAA AD 2001-11-07	AS IN AD	AS IN AD
27	DGCA/B737-600,-700,-800/27	TO PREVENT FAILURE OF AN ESCAPE SLIDE TO DEPLOY OR INFLATE CORRECTLY	FAA AD 2001-15-01	AS IN AD	AS IN AD
28	DGCA/B737-600,-700,-800/28	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
29	DGCA/B737-600,-700,-800/29	TO FIND & FIX DAMAGE OF THE AFT PRESSURE BULKHEAD AT BODY STATION 1016	FAA AD 2001-21-51	AS IN AD	AS IN AD
30	DGCA/B737-600,-700,-800/30	INSPECTION OF WIRE BUNDLES IN THE MWW TO DETECT CHAFFING OR DAMAGE	FAA AD 2001-20-10	AS IN AD	AS IN AD
31	DGCA/B737-600,-700,-800/31	PREVENTION OF UNRESTRAINED MOVEMENT OF PAX SEATS DURING HIGH FWD DECELERATION OF AEROPLANE	FAA AD 2001-11-11	AS IN AD	AS IN AD
32	DGCA/B737-600,-700,-800/32	TO PREVENT LOSS OF FREE MOVEMENT OF THE RUDDER PEDALS.	FAA AD 2002-04-08	AS IN AD	AS IN AD
33	DGCA/B737-600,700,800/33	TO PREVENT JAMMING OF THE ELEVATOR FLIGHT CONTROLS	FAA AD 2002-06-03	AS IN AD	AS IN AD
34	DGCA/B737,600,700,800/34	TO PREVENT THE ACCUMULATION OF FLUID OR RESIDUE IN THE ELEVATOR BALANCE BAYS	FAA AD 2002-08-20	AS IN AD	AS IN AD
35	DGCA/B737-600,700,800/35	TO PREVENT ICE FROM BLOCKING THE PILOT TUBE THAT PROVIDES AIRSPEED DATA	FAA AD 2002-14-20	AS IN AD	AS IN AD
36	DGCA/B737-600,700,800/36	TO PREVENT REDUCED RUDDER PEDAL FEEL AND CENTERING FORCE	FAA AD 2002-16-23	AS IN AD	AS IN AD
37	DGCA/B737-600,700,800/37	TO PREVENT FUEL VAPORS FROM COMING IN TO CONTACT WITH ANIGNITION SOURCE IN THE CENTER WING FUEL TANK	EMERGENCY FAA ADs 2002-19-52 & 2002-24-51)	AS IN AD	AS IN AD
38	DGCA/B737-NG / 38 (R1)	TO PREVENT CORROSION AND SUBSEQUENT MOISTURE INGRESS INTO THE ELECTRICAL CONNECTORS	FAA AD 2005-18-23 (FAA AD 2002-16-03 IS	AS IN AD	AS IN AD

			REPLACED)		
39	DGCA/B737-600,700,800/39	TO PREVENT OPERATION WITH FAILED FCMS	FAA AD 2002-19-51R1	AS IN AD	AS IN AD
40	DGCA/B737-600,700,800/40(R1)	TO PREVENT AN UNCOMMANDED RUDDER HARDOVER EVENT	FAA AD 2007-03-07,FAA AD 2002-20-07R1	AS IN AD	AS IN AD
41	DGCA/B737-600-700-800/41	TO PREVENT FLUID CONTAMINATION INSIDE THE FUELLING FLOAT SWITCH	FAA AD 2002-26-18	AS IN AD	AS IN AD
42	DGCA/B737-600,-700,-800/42	TO PREVENT SEVERE VIBRATION OF THE ELEVATOR AND ELEVATOR TAB ASSEMBLY	FAA AD 2003-03-22	AS IN AD	AS IN AD
43	DGCA/B737-600,700,800/43	TO PREVENT INCREASED STRUCTURAL LOADS ON THE AFT ENGINE MOUNTS	FAA AD 2003-03-01	AS IN AD	AS IN AD
44	DGCA/B737-NG / 44	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
45	DGCA/B737-600,700,800/45	TO PREVENT INCAPACTATION OF THE FLIGHT CREW DUE TO LACK OF OXYGEN	FAA AD 2003-14-08	AS IN AD	AS IN AD
46	DGCA/B737-600,700,800/46	TO PREVENT A REDUCTION IN FLIGHT CREW VISIBILITY DUE TO STALLED WIPER MOTORS	FAA AD 2003-20-13	AS IN AD	AS IN AD
47	DGCA / B737-NG / 47	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
48	DGCA / B737-NG / 48	TO PREVENT A SHORT CIRCUIT IN A VDU CONNECTOR AND CONSEQUENT ARCING	FAA AD 2003-26-12	AS IN AD	AS IN AD
49	DGCA / B737-NG / 49	TO PREVENT ARCING AND SUBSEQUENT LOSS OF ELECTRICAL POWER TO THE MAIN FUEL TANK AFT BOOST PUMPS	ALERT SB 737-28A1148 & FAA AD 2004-11-11	AS IN ALERT SB	AS IN ALERT SB
50	DGCA / B737-NG / 50	TO DETECT AND CORRECT DAMAGED REAR SPAR ATTACH PINS OR FRONT SPAR ATTACH BOLTS	FAA AD 2004-05-19	AS IN AD	AS IN AD
51	DGCA / B737-NG / 51	TO PREVENT A MALFUCTION OF THE AURAL WARNING FOR THE LANDING GEAR	FAA AD 2004-07-10	AS IN AD	AS IN AD
52	DGCA / B737-NG / 52	TO PREVENT OVERHEATING OF THE ELECTRICAL CONNECTOR OF THE SCU	FAA AD 2004-10-10	AS IN AD	AS IN AD
53	DGCA / B737-NG / 53 CANCELLED	CANCELLED VIDE LETTER 9-749/04 AI (2) DATED 26-07-04			
54	DGCA / B737-NG / 54 (R1)	REPLACING THE BRACKET FOR WIRE BUNDLES OF THE FUEL QUANTITY INDICATING SYSTEM.	FAA AD 2004-24-07	AS IN SB	AS IN SB
55	DGCA / B737-NG / 55	TO PREVENT HIGH ELECTRICAL RESISTANCE IN THE SQUIB FIRING CIRCUIT , WHICH COULD RESULT IN INSUFFICIENT ELECTRICAL CURRENT TO FIRE THE FIRE EXTINGUISHER BOTTLE SQUIB AND DISCHARGE THE FIRE EXTINGUISHING AGENT	FAA AD 2004-18-02 & ASB737-26A1118	AS IN AD & AS IN ASB	AS IN AD & AS IN ASB
56	DGCA / B737-NG / 56	TO PREVENT FLAMMABLE FLUID IN THE UPPER OR REAR PYLON AREAS FROM LEAKING PAST UNSEALED AREAS AND ONTO A HOT ENGINE NOZZLE.	FAA AD 2004-22-27	AS IN AD	AS IN AD

57	DGCA / B737-NG / 57	TO DETECT AND CORRECT PREMATURE FATIGUE CRACKING AT CERTAIN LAP SPLICE LOCATIONS.	FAA AD 2004-23-10	AS IN AD	AS IN AD
58	DGCA / B737-NG / 58	TO DETECT AND CORRECT FATIGUE CRACKS IN THE WEBS OF THE AFT PRESSURE BULKHEAD.	FAA AD 2005-05-18	AS IN AD	AS IN AD
59	DGCA / B737-NG / 59	TO PREVENT ANOMALOUS AUTOPILOT OPERATION	FAA AD 2005-07-20	AS IN AD	AS IN AD
60	DGCA / B737-NG / 60	TO PREVENT FLAMMABLE FLUID (SUCH AS FUEL OR HYDRAULIC FLUID) FROM LEAKING ONTO A HOT ENGINE EXHAUST NOZZLE OR INTO THE ENGINE CORE FIRE ZONE	FAA AD 2005-08-10	AS IN AD	AS IN AD
61	DGCA / B737-NG / 61	TO PREVENT FUEL OR VAPORS FROM LEAKING INTO THE CARGO OR PASSENGER COMPARTMENTS.	FAA AD 2005-13-15	AS IN AD	AS IN AD
62	DGCA / B737-NG / 62	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
63	DGCA / B737-NG / 63	TO DETECT AND CORRECT FATIGUE CRACKS	FAA AD 2005-21-06	AS IN AD	AS IN AD
64	DGCA / B737-NG / 64	TO PREVENT CHAFED WIRE BUNDLES NEAR THE CENTER FUEL TANK	FAA AD 2005-23-16	AS IN AD	AS IN AD
65	DGCA / B737-NG / 65	TO DETECT AND CORRECT CHAFING OF THE WIRE BEHIND THE P15 REFUEL PANEL	FAA AD 2005-23-17	AS IN AD	AS IN AD
66	DGCA / B737-NG / 66(R1)	TO PREVENT INADEQUATE FASTENER CLAMP-UP, WHICH COULD RESULT IN CRACKING OF THE FASTENER HOLES.	FAA AD 2005-24-03R1	AS IN AD	AS IN AD
67	DGCA / B737-NG / 67(R1)	TO PREVENT CRACKING OF THE EXISTING SPLICE FITTING	FAA AD 2007-06-09 SUPERCEDES FAA AD 2005-25-03	AS IN AD	AS IN AD
68	DGCA / B737-NG / 68	TO PREVENT LOSS OF ELEVATOR CONTROL AND CONSEQUENT REDUCED CONTROLLABILITY OF THE AIRPLANE	FAA AD 2005-26-03	AS IN AD	AS IN AD
69	DGCA / B737-NG / 69	TO PREVENT DRAIN BLOKAGE BY DEBRIS	FAA AD 2006-07-04	AS IN AD	AS IN AD
70	DGCA / B737-NG / 70	TO PREVENT WIRE BUNDLES FROM CONTACTING THE OVERHEAD DRIPSHIELD PANEL AND MODULES IN THE P5 OVERHEAD PANEL	FAA AD 2009-16-07	AS IN AD	AS IN AD
71	DGCA / B737-NG / 71	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
72	DGCA / B737-NG / 72	TO PREVENT EXPOSED WIRES THAT COULD PROVIDE AN IGNITION SOURCE IN A FLAMMABLE LEAKAGE ZONE	FAA AD 2006-12-11	AS IN AD	AS IN AD
73	DGCA / B737-NG / 73	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
74	DGCA / B737-NG / 74	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
75	DGCA / B737-NG / 75	TO DETECT AND CORRECT CRACKING OF THE INTERCOSTALS LOCATED ABOVE THE CUTOUT FOR THE FORWARD AIRSTAIR DOOR	FAA AD 2006-16-11	AS IN AD	AS IN AD

76	DGCA / B737-NG/ 76	TO PREVENT EXCESSIVE VIBRATION OF THE AIRFRAME DURING FLIGHT	FAA AD 2006-21-01	AS IN AD	AS IN AD
77	DGCA / B737-NG/ 77	TO PREVENT FAILURE OF ONE OF THE TWO INPUT CONTROL ROD OF THE MAIN RUDDER POWER CONTROL UNIT	FAA AD 2007-03-07	AS IN AD	AS IN AD
78	DGCA / B737-NG/ 78	TO PREVENT ARCING OR SPARKING IN THE FUEL TANK IN THE EVENT OF A LIGHTNING STRIKE	FAA AD 2007-02-14	AS IN AD	AS IN AD
79	DGCA / B737-NG/ 79	INSPECTION OF SPOILERS AFTER EVERY LANDING AND REJECTED TAKEOFF MANEUVERS	FAA AD 2007-15-04 SUPERSEDES FAA AD 2007-06-52 SUPERCEDES FAA EAD 2007-06-52	AS IN AD	AS IN AD
80	DGCA/B737-NG/ 80	TO PREVENT FAILURE OF ACTIVATION MECHANISM OF CHEMICAL OXYGEN GENERATOR	FAA AD 2007-07-02	AS IN AD	AS IN AD
81	DGCA/B737-NG/ 81R1	TO PREVENT LOOSE OR MISSING PARTS FROM THE MAIN SLAT TRACK DOWNSTOP ASSEMBLIES FROM FALLING INTO THE SLAT CAN AND CAUSING A PUNCTURE, WHICH COULD RESULT IN A FUEL LEAK AND CONSEQUENT FIRE	FAA 2011-06-05 SUPERCEDES FAA EAD 2007-18-52	AS IN AD	AS IN AD
82	DGCA/B737-NG/ 82	TO PREVENT CORROSION DAMAGE DUE TO MISSING OR INSUFFICIENT FILLET SEALANT	FAA AD 2007-23-10	AS IN AD	AS IN AD
83	DGCA/ B 737-NG/83	TO DETECT AND CORRECT OIL CAN CONDITIONS,BULGES OR PREVIOUS REPAIRS IN THE AFT PRESSURE BULKHEAD	FAA AD 2007-25-03	AS IN AD	AS IN AD
84	DGCA/ B 737-NG/84	SS AD	-----	AS IN AD	AS IN AD
85	DGCA/ B 737-NG/85	TO PREVENT ELECTRICAL ENERGY FROM LIGHTNING,HOT SHORTS OR FAULT CURRENT ENTERING THE FUEL TANK THROUGH THE ACTUATOR SHAFT	FAA AD 2008-06-03	AS IN AD	AS IN AD
86	DGCA/ B 737-NG/86	TO ENSURE THAT CORRECT AMOUNT OF SEALANT WAS APPLIED AROUND THE VERTICAL FIN LUGS,SKIN AND SKIN EDGES	FAA AD 2008-05-05	AS IN AD	AS IN AD
87	DGCA/ B 737-NG/87	TO PREVENT A FIRE NEAR A COMPOSITE DRAIN MAST AND POSSIBLE DISRUPTION OF THE ELECTRICAL POWER SYSTEM CAUSED BY A LIGHTNING STRIKE ON A COMPOSITE DRAIN MAST	FAA AD 2008 - 08 -22	AS IN AD	AS IN AD
88	DGCA/ B 737-NG/88	TO PREVENT FAILURE OF THE DRAIN TUBE ASSEMBLIES AND CLAMPS ON THE AFT FAIRINGS OF THE ENGINE STRUTS.	FAA AD 2008 - 08 -24	AS IN AD	AS IN AD
89	DGCA/ B 737-NG/89	TO DETECT AND CORRECT CRACKING IN THE VINYL INTERLAYER OR DAMAGE TO THE STRUCTURAL INNER GLASS PANES OF THE FLIGHT DECK NO.2, NO.4 AND NO.5	FAA AD 2008 -11-08	AS IN AD	AS IN AD
90	DGCA/ B 737-NG/90 R1	TO PREVENT THE POTENTIAL FOR IGNITION SOURCES INSIDE FUEL TANKS CAUSED BY LATENT FAILURES, ALTERATIONS, REPAIRS, OR MAINTENANCE ACTIONS	FAA AD 2008-10-10 R1	AS IN AD	AS IN AD
91	DGCA/ B 737-NG/91	TO PREVENT THE SIMULTANEOUS MALFUNCTION OF ALL SIX FUEL BOOST PUMPS	FAA AD 2008-09-14	AS IN AD	AS IN AD
92	DGCA/ B 737-NG/92	TO MAINTAIN THE CONTINUED STRUCTURAL INTEGRITY OF THE ENTIRE FLEET OF ODEL 737-300, -400 AND -500 SERIES AIRPLANES	FAA AD 2008-09-13	AS IN AD	AS IN AD
93	DGCA/ B 737-NG/93	TO DETECT AND CORRECT FATIGUE RELATED CRACKS, WHICH COULD RESULT IN THE CRACK TIPS CONTINUING TO TURN AND GROW TO THE POINT WHERE THE SKIN BAY FLAPS OPEN CAUSING DECOMPRESSION OF THE AIRPLAIN	FAA AD 2008-12-04	AS IN AD	AS IN AD

94	DGCA/ B 737-NG/94	TO PREVENT THE CENTER TANK FUEL DENSITOMETER FROM OVERHEATING AND BECOMING A POTENTIAL IGNITION SOURCE INSIDE THE CENTER FUEL TANK	FAA AD 2008-17-15	AS IN AD	AS IN AD
95	DGCA/ B 737-NG/95	TO PREVENT FRACTURE OF THE ELEVATOR TAB PUSHROD ENDS	FAA AD 2008-16-13	AS IN AD	AS IN AD
96	DGCA/ B 737-NG/96	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
97	DGCA/ B 737-NG/97	TO PREVENT FAILURE OF THE FLIGHTCREW 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
98	DGCA/ B 737-NG/98	TO PREVENT FAILURE OF AN ESCAPE SLIDE TO INFLATE WHEN DEPLOYED WHICH COULD RESULT IN THE SLIDE BEING UNSTABLE DURING AN EMERGENCY EVACUATION	FAA AD 2008 - 24 -08	AS IN AD	AS IN AD
99	DGCA/ B 737-NG/99	TO PREVENT EXTENDED DRY RUNNING OF THE FUEL PUMPSWHICH COULD LEAD TO LOCALIZED OVERHEATING OF PARTS INSIDE THE FUEL PUMP	FAA AD 2008 - 24 - 51	AS IN AD	AS IN AD
100	DGCA/ B 737-NG/100	TO PREVENT FRAME CRACKING	FAA AD 2009 -01-02	AS IN AD	AS IN AD
101	DGCA/ B 737-NG/101	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
102	DGCA/ B 737-NG/102	TO PREVENT REDUCED RUDDER PEDAL FORCES WHICH COULD RESULT IN INCREASED POTENTIAL FOR PILOT INDUCED OSCILLATIONS	FAA AD 2009 -19 - 02	AS IN AD	AS IN AD
103	DGCA/ B 737-NG/103	TO PREVENT STRESS CORROSION CRACKING OF THE FORWARD TRUNNION PINS,WHICH COULD RESULT IN FRACTURE OF THE PINS & CONSEQUENT COLLAPSE OF THE MLG	FAA AD 2009 -24-07	AS IN AD	AS IN AD
104	DGCA/ B 737-NG/104	TO PREVENT CRACKING OF THE FORWARD TRUNNION PIN,WHICH COULD RESULT IN FRACTURE OF THE PIN & CONSEQUENT COLLAPSE OF THE MLG	FAA AD 2009 -26-04	AS IN AD	AS IN AD
105	DGCA/ B 737-NG/105	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
106	DGCA/ B 737-NG/106	TO PREVENT CRACKS FROM PROPOGATING FROM DRILL STARTS IN THE FREE FLANGE,VERTICAL WEB, AND RADIUS BETWEEN THE FREE FLANGE & VERTICAL WEB OF THE LOWER STRINGER S OF THE WING CENTER SECTION	FAA AD 2010-01-08	AS IN AD	AS IN AD
107	DGCA/ B 737-NG/107	TO PREVENT THE FAILURE OF THE VALVE IN THE CLOSED POSITION,OPEN POSITION ,OR PARTIALLY OPEN POSITION ,WHICH COULD RESULT IN ENGINE FUEL FLOW PROBLEMS & POSSIBLE UNCONTROLLED FUEL LEAK OR FIRE	FAA AD 2010-02-04	AS IN AD	AS IN AD
108	DGCA/ B 737-NG/108R2	TO DETECT & CORRECT DISCREPANCIES IN THE AFT ATTACH LUGS OF THE ELEVATOR TAB CONTROL MECHANISM ,WHICH COULD RESULT IN ELEVATOR AND TAB VIBRATION	FAA AD 2010-17-19 SUPERSEDES FAA AD FAA AD 2010-09-05	AS IN AD	AS IN AD
109	DGCA/ B 737-NG/109	TO PREVENT FAILURE OF DEFECTIVE FLIGHT DECK DOOR WHICH COULD JEOPARDIZE FLIGHT SAFETY	FAA AD 2008-01-01	AS IN AD	AS IN AD
110	DGCA/ B 737-NG/110	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
111	DGCA/ B 737-NG/111	TO PREVENT PUMP HOUSING BURN THROUGH DUE TO ELECTRICAL ARCING WHICH COULD CREATE A POTENTIAL IGNITION SOURCE INSIDE A FUEL TANK	FAA AD 2010-17-05	AS IN AD	AS IN AD

112	DGCA/ B 737-NG/112	TO PREVENT THE POTENTIAL OF IGNITION SOURCES INSIDE FUEL TANKS WHICH IN COMBINATION WITH FLAMMABLE FUEL VAPOURS,COULD RESULT IN FUEL TANK EXPLOSIONS & CONSEQUENT LOSS OF THE AIRPLANE	FAA AD 2010-19-03	AS IN AD	AS IN AD
113	DGCA/ B 737-NG/113	TO PREVENT ARCING AT CERTAIN FUEL TANK FASTENERS IN THE EVENT OF A LIGHTNING STRIKE OR FAULT CURRENT EVENT,WHICH,IN COMBINATION WITH FLAMMABLE FUEL VAPOURS,COULD RESULT IN A FUEL TANK EXPLOSION & CONSEQUENT LOSS OF THE AIRPLANE	FAA AD 2010-24-11	AS IN AD	AS IN AD
114	DGCA/ B 737-NG/114	TO DETECT & CORRECT SUCH CRACKING,WHICH COULD RESULT IN THE LOSS OF THE LOWER WING SKIN LOAD PATH & CONSEQUENT STRUCTURAL FAILURE OF THE WING	FAA AD 2010-24-01	AS IN AD	AS IN AD
115	DGCA/ B 737-NG/115	AIR TRANSPORT ASSOCIATION OF AMERICA CODE 57:WINGS	FAA AD 2010-24-11	AS IN AD	AS IN AD
116	DGCA/ B 737-NG/116	AIR TRANSPORT ASSOCIATION OF AMERICA CODE 53:FUSELAGE	FAA AD 2010-26-06	AS IN AD	AS IN AD
117	DGCA/ B 737-NG/117	ATA 27 - FLIGHT CONTROLS	FAA AD 2011-12-13	AS IN AD	AS IN AD
118	DGCA/ B 737-NG/118	ATA 28 - FUEL	FAA AD 2011-18-03	AS IN AD	AS IN AD