

DGCA NO	SUBJECT	REFERENCE	COMPLIANCE	APPLICABILITY
DGCA/B747-400/1	REPETITIVE INSPECTION OF THE LATERAL FLIGHT CONTROL CABLES AND COMPONENTS IN THE WHEEL WELL	FAA AD 2003-11-01	AS IN AD.	AS IN AD.
DGCA/B747-400/2	TO DETECT & CORRECT FAILED CARRIAGE SPINDLES OR AFT LINKS OF THE INBOARD OR OUTWARD TRAILING EDGE FLAPS.	FAA AD 2008 - 22 - 17	AS IN A.D. & S.B.	AS IN A.D. & S.B.
DGCA/B747-400/3	CORROSION PREVENTION & CONTROL.	FAA AD 90-25-05R1 REVISES FAA AD 90-25-05 & BOEING DOCUMENT 36022	AS IN A.D. & DOC.	AS IN A.D. & DOC.
DGCA/B747-400/4	BRAKE WEAR LIMITS.	FAA AD 92-18-12 & BENDIX SB 2601902-32-001 R2.	AS IN A.D. & S.B.	AS IN A.D. & S.B.
DGCA/B747-400/5	MID SPAR FUSE PIN INSPECTIONS.	FAA AD 92-24-51 AND BOEING SB 747-54-2063R9 AND ASB 747-54A2150R1	AS IN AD AND SB.	AS IN AD AND SB.
DGCA/B747-400/6	ENGINE SUPPORT STRUCTURE	FAA AD 93-01-04 AND BO SB. 747-54-2100R3 DT. NOV. 16 '1989.	AS IN AD AND SB.	AS IN AD AND SB.
DGCA/B747-400/7	DIAGONAL BRACE PIN INSPECTION.	FAA AD 93-03-14 AND BO. ASB 747-54A2153.	AS IN AD AND SB.	AS IN AD AND SB.
DGCA/B747-400/8	APU MODEL PW 901A- REMOVAL OF APU OIL STRAINER ELEMENT AND INSPECTION GEARBOX CHIP DETECTORS AT REGULAR INTERVALS.	FAA AD 93-10-51 AND PWC ASB A16159 R1 DT. MAY 12 '1993.	AS IN AD AND ASB.	AS IN AD AND ASB.
DGCA/B747-400/9	INSTALLATION OF A SYSTEM TO PROVIDE FULL PITOT AND TOTAL AIR TEMPERATURE HEAT, AND REVISION OF AIRPLANE FLIGHT MANUAL.	FAA AD 93-14-21 AND BOEING ASB 747-30A-2069 DT. JULY 15 '1993	AS IN AD AND ASB.	AS IN AD AND ASB.
DGCA/B747-400/10	ULTRASONIC INSPECTION OF INBOARD AND OUTBOARD MIDSPAR FITTING LUGS OR SPRING AFT LUGS OF EACH STRUT AND ITS REPLACEMENT, IF NECESSARY.	FAA AD 93-17-07 AND BOEING SB 747-542100 AND SB 747-54A-2152.	AS IN AD AND SBs.	AS IN AD AND SBs.
DGCA/B747-400/11	INSPECTIONS OF THE FIRE EXTINGUISHING DISCHARGE TUBES AND SUPPORT CLAMPS IN THE OUTBOARD ENGINES - REPAIR OR REPLACEMENT, IF NECESSARY.	FAA AD 93-18-07 AND BOEING ASB 747-26A-2214.	AS IN AD AND ASB.	AS IN AD AND ASB.

DGCA/B747-400/12	REVISION TO THE FAA APPROVED MAINTENANCE PROGRAM TO REQUIRE UNRESTRICTED OPENING OF THE PASSENGER SERVICE UNIT.	FAA AD 94-03-05 AND BOEING TELEX M7240-93-1411 DT. JULY 20 '1993	AS IN AD AND TELEX.	AS IN AD AND TELEX
DGCA/B747-400/13	VHF RADIO COMMUNICATION SYSTEM - REPLACEMENT.	FAA AD 91-26-05R1	AS IN AD.	AS IN AD.
DGCA/B747-400/14	REVISION TO THE AIRPLANE FLIGHT MANUAL - TO IDENTIFY FUEL SYSTEM LEAKS.	FAA AD 94-12-11	AS IN AD.	AS IN AD.
DGCA/B747-400/15	ATA27- FLAP CONTROL UNIT INPUT WIRING.	FAA AD 95-12-17 AND BOEING ASB 747-27A-2346R1.	AS IN AD AND ASB.	AS IN AD AND ASB.
DGCA/B747-400/16	INSPECTION AND FUNCTIONAL TESTS OF THE THRUST REVERSER CONTROL AND INDICATION SYSTEM AND THEIR CORRECTION.	FAAAD 94-15-05 AND BOE SB 747-78-2112 DT. NOV 11 1993.	AS IN AD AND SB.	AS IN AD AND SB.
DGCA/B747-400/17	TO PREVENT DELAYED INFLATION OF EVACUATION RAMP/SLIDES.	FAA AD 94-17-09 SB 7A/418-25-253 OR SB 7A/418-25-253 REV2.	AS IN AD & SB.	AS IN AD & SB.
DGCA/B747-400/18	TO PREVENT POSSIBLE DEPLOYMENT OF A THRUST REVERSER IN FLIGHT.	FAA AD 94-20-11 & ASB 747-78-A128.	AS IN AD & ASB.	AS IN AD & ASB.
DGCA/B 747-400/19	TO PREVENT LOSS OF AIR PRESSURE.	FAA AD 95-04-08	AS IN AD.	AS IN AD.
DGCA/B 747-400/20	TO PREVENT EXPLOSIVE FAILURE OF THE WATER TANK	FAA AD 95-11-03.	AS IN AD.	AS IN AD.
DGCA/B 747-400/21	TO ENSURE THAT THE FLIGHT CREW IS APPROPRIATELY AWARE OF THE CONDITIONS INVOLVING A SEVERELY CONTAMINATED AIRPLANE FUEL SYSTEM.	FAA AD 96-07-09.	AS IN AD.	AS IN AD.
DGCA/B747-400/22	TO PREVENT FAILURE OF THE DOOR EVACUATION SLIDE/RAFT TO DEPLOY PROPERLY.	FAA AD 96-15-08.	AS IN AD & SUBSEQUENT REVISIONS TO THE SB.	AS IN AD & ASB.

DGCA/B747-400/23	TO PREVENT UNCOMMANDED ELEVATOR DEFLECTION WHICH COULD RESULT IN STRUCTURAL DAMAGE AND REDUCED CONTROLLABILITY OF THE AIRPLANE.	FAA AD 96-22-01 & ASB 747-27A2348.	AS IN AS ASB & SUBSEQUENT REVISIONS TO THE SB.	AS IN AD & ASB.
DGCA/B747-400/24(R1)	TO PREVENT RAPID DECOMPRESSION OF THE AIRPLANE DUE TO DISBONDING AND SUBSEQUENT CRACKING OF THE SKIN PANELS.	FAA AD 2006-20-02 (FAA AD SUPERSEDES FAA AD 96-23-02)	AS IN AD ASB & SUBSEQUENT REVISIONS TO ASB.	AS IN AD & ASB.
DGCA/B747-400/25(R1)	TO PREVENT INADVERTENT OPENING OR TEARING OF DECOMPRESSION PANEL	FAA AD 2007-04-10,FAA AD 96-24-03 & ASB 747-25A3064	AS IN AD ASB & SUBSEQUENT REVISIONS TO THE AD.	AS IN AD ASB & SUBSEQUENT REVISIONS TO AD.
DGCA/B747-400/26	TO PREVENT FAILURE OF THE ENGINE PYLON AND CONSEQUENT SEPARATION OF THE ENGINE FROM THE WING DUE TO MIGRATION OF THE FUSE PINS INSTALLED AT THE MIDSPAR/SPRING BEAM FITTINGS OF THE PYLON.	FAA AD 96-26-52R1	AS IN AD.	AS IN AD.
DGCA/B747-400/27	TO PREVENT FUEL LEAKAGE AT THE FUEL BOOST AND OVERRIDE/JETTISON PUMPS WHICH COULD RESULT IN AFIRE AT THE LOCATION OF THE AFFECTED FUEL PUMP.	FAA AD 97-03-17.	AS IN AD.	AS IN AD.
DGCA/B747-400/28	TO PREVENT LEAKAGE OF FUEL INTO THE FORWARD CARGO BAY	FAA AD 2000-11-07	AS IN AD.	AS IN AD.
DGCA/B747-400/29	TO DETECT & CORRECT CORROSION & CONSEQUENT FATIGUE CRACKING OF THE UPPER DECK FLOOR BEAM AT STATION 980.	FAA AD 97-09-13	AS IN AD.	AS IN AD.
DGCA/B747-400/30	TO PREVENT UNCOMMANDED MOVEMENT OF THE PILOTS SEAT DURING ACCELERATION & TAKEOFF OF THE AIRPLANE.	FAA AD 98-03-10	AS IN AD	AS IN AD.
DGCA/B747-400/31	TO PREVENT POTENTIAL WITH IN THE ELECTRICAL MOTOR ASEMBLY & THE SCAVENGE PUMP.	FAA AD 97-25-06	AS IN AD.	AS IN AD.
DGCA/B747-400/32(R1)	ATA 28 - FUEL	FAA AD 2011-15-03 SUPERSEDES FAA AD 97-26-07	AS IN AD.	AS IN AD.
DGCA/B747-400/33	TO PREVENT ENGINE FLAME OUT AND CONSEQUENT SHUT DOWN DUE TO THE USE OF JP4 FUEL	FAA AD 97-22-04.	AS IN AD.	AS IN AD.

DGCA/B747-400/34	TO PREVENT APU FROM OVERHEAT AND HEAT DAMAGE.	FAA AD 98-09-29	AS IN AD.	AS IN AD.
DGCA/B747-400/35	TO DETECT AND CORRECT FAULTY ILS RECEIVERS.	FAA AD 98-14-10	AS IN AD.	AS IN AD.
DGCA/B747-400/36	TO DETECT & CORRECT FATIGUE CRACKING IN INTERNAL SKIN DOUBLER.	FAA AD 98-07-15	AS IN AD.	AS IN AD.
DGCA/B747-400/37	TO PREVENT LOSS OF RUDDER CONTROL.	FAA AD 98-13-12	AS IN AD.	AS IN AD.
DGCA/B747-400/38	TO PREVENT ACCELERATED FATIGUE CRACKING ON THE INNER CHECKS OF BS2598 BULKHEAD.	FAA AD 98-16-13	AS IN AD.	AS IN AD.
DGCA/B747-400/39	HAZARDS OF DRY OPERATION OF OVERRIDE /JETTISON PUMP OF CENTRE WING FUEL TANK.	FAA AD 98-16-19 & 2001-21-17	AS IN AD.	AS IN AD.
DGCA/B747-400/40	ONE TIME INSPECTION OF SEPARATION BETWEEN THE GALLEY POWER FEEDER & STATIC GROUND WIRING.	FAA AD 98-06-29	AS IN AD.	AS IN AD.
DGCA/B747-400/41	TO PREVENT HIGH FUEL PRESSURE IN COMPONENT BETWEEN THE FUEL SHUT OFF SPAR.	FAA AD 2000-14-06	AS IN AD.	AS IN AD.
DGCA/B747-400/42	TO PREVENT UNCOMMANDED AUTOMATIC RETRACTION DURING TAKE OFF	FAA AD 98-24-26	AS IN AD	AS IN AD
DGCA/B747-400/43	TO PREVENT PREVENT CONTACT BETWEEN THE ROTATING PADDLE WHEEL & STATIONARY END.	FAA AD T98-25-52	AS IN AD	AS IN AD
DGCA/B747-400/44	TO PREVENT FATIGUE CRACKING & LOOSE OR MISSING FASTENERS IN THE AFT TORQUE BULKHEADS OF THE OUTBOARD NACELLE STRUTS	FAA AD 2000-12-16	AS IN AD	AS IN AD

DGCA/B747-400/45	ONE TIME DETAILED VISUAL INSPECTION OF THE OUTBOARD SEQUENCE CARRIAGE ATTACHMENT FITTING	FAA AD 99-05-02	AS IN AD	AS IN AD
DGCA/B747-400/46(R1)	TO DETECT AND CORRECT STRESS CORROSION OF THE STOP SUPPORT FITTINGS OF THE MAIN ENTRY DOORS	FAA AD 2005-10-18 (FAA AD 98-26-13 IS SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B747-400/47	REPETITIVE DETAILED VISUAL INSPECTION AT BODY STATION 1241	FAA AD 98-26-23	AS IN AD	AS IN AD
DGCA/B747-400/48	REPETITIVE VISUAL INSPECTIONS FOR CRACKS & HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTIONS ON NO.2&3 ENGINE STRUTS	FAA AD 99-08-01	AS IN AD	AS IN AD
DGCA/B747-400/49	INSPECTION TO DETECT DISCREPANCIES OF THE CENTER FUEL TANK WIRING & COMPONENTS & ELECTRICAL BONDING TEST OF THE CENTER FUEL TANK COMPONENTS	FAA AD 99-08-02 R1	AS IN AD	AS IN AD
DGCA/B747-400/50	INSPECTIONS TO DETECT CRACKS IN THE EDGE FRAME WEB & DOUBLER OF THE NO.1 MAIN ENTRY DOOR CUT OUT	FAA AD 99-07-03	AS IN AD	AS IN AD
DGCA/B747-400/51	TO PREVENT LOSS OF CONTROL OF THE CABIN PRESSURIZATION SYSTEM	FAA AD 99-06-18	AS IN AD	AS IN AD
DGCA/B747-400/52	TO PREVENT AIRFRAME DAMAGE AS A RESULT OF BLUE ICE	FAA AD 99-08-10	AS IN AD	AS IN AD
DGCA/B747-400/53	TO DETECT & CORRECT AN IMPROPERLY INSTALLED AILERON CABLE,WHICH COULD LEAD TO THE FAILURE OF THE AILERON CABLE & CONSEQUENT REDUCED LATERAL CONTROL CAPABILITY OF THE AIRPLANE	FAA AD 99-11-15	AS IN AD	AS IN AD
DGCA/B747-400/54	TO PREVENT SEPARATION OF THE ENGINE FROM THE AIRPLANE IN THE EVENT OF A PRIMARY THRUST LINKAGE FAILURE	FAA AD 99-11-12	AS IN AD	AS IN AD
DGCA/B747-400/55	TO DETECT & CORRECT DISBONDING OF THE DOUBLER ON THE UPPER RUDDER PEDAL COVER	FAA AD 99-16-08	AS IN AD	AS IN AD

DGCA/B747-400/56	TO PREVENT CRACKING OF CORROSION OF THE FUSE PIN OF THE NACELLE STRUT	FAA AD 99-10-10	AS IN AD	AS IN AD
DGCA/B747-400/57	TO DETECT AND REPAIR CRACKING OF THE E-42 SATCOM RACK & ITS SUPPORTING STRUCTURE	FAA AD 99-14-04 & FAA AD 99-16-10	AS IN AD	AS IN AD
DGCA/B747-400/58(R 1)	TO PREVENT CEILING PANELS FROM FALLING INTO THE PAX.AREA	FAA AD 2004-22-15 SUPERSEEDS FAA AD 99-18-07	AS IN AD	AS IN AD
DGCA/B747-400/59	TO DETECT & CORRECT FAILURE OF THE MAWEA OR WEU POWER SUPPLIES	FAA AD 99-18-16	AS IN AD	AS IN AD
DGCA/B747-400/60	TO PREVENT A REDUCTION IN MAXIMUM RUDDER & ELEVATOR SURFACE DEFLECTION	FAA AD 99-22-09	AS IN AD	AS IN AD
DGCA/B747-400/61	TO PREVENT FAILURE OF THE THRUST REVERSER DEACTIVATION PINS	FAA AD 99-26-02	AS IN AD	AS IN AD
DGCA/B747-400/62	TO PREVENT IMPROPER LATCHING OF LATCH PINS & THE MATING LATCH CAM ON THE CARGO DOOR	FAA AD 2000-02-37	AS IN AD	AS IN AD
DGCA/B747-400/63	TO DETECT & CORRECT CRACKING OF THE INNER CHORD & WEB OF THE BODY STATION 1265 EDGE FRAME BETWEEN STRINGERS 23 & 27	FAA AD 2000-02-10	AS IN AD	AS IN AD
DGCA/B747-400/64	TO PREVENT CRACKS IN THE FIRE EXTINGUISHING DISCHARGE TUBES IN THE ENGINE STRUTS.	FAA AD 2002-19-12	AS IN AD	AS IN AD
DGCA/B747-400/65(R 2)	TO PREVENT FATIGUE CRACKING OF THE BODY STATION (BS) 2598 BULKHEAD STRUCTURE.	FAA AD 2010-14-07	AS IN AD	AS IN AD
DGCA/B747-400/66	REPETITIVE INSPECTIONS OR CHECKS TO DETECT BROKEN H-11 STEEL BOLTS	FAA AD 2000-08-14	AS IN AD	AS IN AD

DGCA/B747-400/67	TO PREVENT CRACKING AND BUCKLING OF THE FRONT EDGE OF THE CREW REST HEAT EXCHANGER	FAA AD 2000-18-04	AS IN AD	AS IN AD
DGCA/B747-400/68	TO PREVENT A SLIDER DISENGAGING FROM THE AUXILIARY TRACK ASSEMBLY	FAA AD 2000-11-28	AS IN AD	AS IN AD
DGCA/B747-400/69	TO DETECT & CORRECT CRACKING IN THE AFT PRESSURE BULK HEAD	FAA AD 2000-12-19	AS IN AD	AS IN AD
DGCA/B747-400/70	TO PREVENT INADVERTENT DEPLOYMENT OF A THRUST REVERSER DURING FLIGHT	FAA AD 2000-12-21	AS IN AD	AS IN AD
DGCA/B747-400/71	TO PREVENT DAMAGE OF CERTAIN WIRE BUNDLES ROUTED TO THE FUEL TANK TRANSFER PUMPS IN THE HORIZONTAL STABILISER	FAA AD 2000-15-02	AS IN AD	AS IN AD
DGCA/B747-400/72	TO DETECT & CORRECT FATIGUE CRACKING OF CERTAIN AREAS OF THE FUSELAGE SKIN	FAA AD 2001-22-04	AS IN AD	AS IN AD
DGCA/B747-400/73	TO PREVENT HIGH VELOCITY SEPARATION OF A BRAKE SYSTEM ACCUMULATOR, PISTON OR END CAP	FAA AD 2000-14-01	AS IN AD	AS IN AD
DGCA/B747-400/74	TO DETECT & CORRECT FATIGUE CRACKING OF THE BULKHEAD WEB	FAA AD 2000-15-08	AS IN AD	AS IN AD
DGCA/B747-400/75	TO PREVENT LOSS OF MULTIPLE IRU'S INFLIGHT	FAA AD 2000-20-20	AS IN AD	AS IN AD
DGCA/B747-400/76	TO PREVENT FATIGUE CRACKING OF THE FRAME WEB & DOUBLER OF THE FORWARD EDGE FRAME OF MAIN ENTRY DOOR No.1	FAA AD 2000-24-07	AS IN AD	AS IN AD
DGCA/B747-400/77	TO DETECT & CORRECT FATIGUE CRACKING OF THE LONGERON SPLICE FITTINGS	FAA AD 2000-25-11	AS IN AD	AS IN AD

DGCA/B747-400/78	TO PREVENT REDUCED ACCELERATION & CLIMB PERFORMANCE	FAA AD 2001-01-10	AS IN AD	AS IN AD
DGCA/B747-400/79	TO PREVENT LOSS OF A FLAP TRANSMISSION	FAA AD 2001-03-10	AS IN AD	AS IN AD
DGCA/B747-400/80	TO FIND & FIX DISCREPANCIES OF THE INSTALLATION OF THE MID SPAR FUSE PINS OF THE INBOARD & OUTBOARD STRUT	FAA AD 2001-05-05	AS IN AD	AS IN AD
DGCA/B747-400/81	CHEMICAL OXYGEN GENERATORS	FAA AD 2001-10-14	AS IN AD	AS IN AD
DGCA/B747-400/82	TO DETECT AND CORRECT FATIGUE CRACKING OF NWW VERTICAL BEAMS AND FRAMES	FAA AD 2001-14-18	AS IN AD	AS IN AD
DGCA/B747-400/83	CANCELLED IN VIEW OF DGCA/B 747-400/65 (R1) VIDE LETTER NO 9-716/06 AI(2) DATED 27-03-06			
DGCA/B747-400/84	INSPECTION OF WING LANDING GEAR OF TRUNION FOR CRACKS AND CORROSION	FAA AD 2001-17-25	AS IN AD	AS IN AD
DGCA/B747-400/85(R 2)	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 53: FUSELAGE	FAA AD 2010-20-08	AS IN AD	AS IN AD
DGCA/B747-400/86(R 1)	TO PREVENT CRACKING AND OTHER DAMAGE OF THE ACTUATOR ATTACH FITTING OF THE TRAILING EDGE FLAP	FAA AD 2005-20-18 ( FAA AD 2001-13-12 IS SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B747-400/87	TO REMOVE ELECTRICAL POWER FROM THE ENTIRE PASSENGER ENTERTAINMENT SYSTEM (PES) WHEN NECESSARY	FAA AD 2001-14-15	AS IN AD	AS IN AD
DGCA/B747-400/88	TO PREVENT REDUCED POWER TO THE HEATING SYSTEM OF THE PILOT STATIC PROBES.	FAA AD 2001-12-14	AS IN AD	AS IN AD

DGCA/B747-400/89	TO PREVENT LOOSE FASTENERS AND ASSOCIATED DAMAGE WHICH COULD RESULT IN SEPARATION OF REQUIRE	FAA AD 2001-15-02	AS IN AD	AS IN AD
DGCA/B747-400/90	TO PREVENT FAILURE OF THE CORE COWL LATCHES DURING AN ENGINE FIRE.	FAA AD 2001-16-07	AS IN AD	AS IN AD
DGCA/B747-400/91	TO DETECT AND CORRECT FATIGUE CRACKING OF THE SKIN	FAA AD 2001-11-06	AS IN AD	AS IN AD
DGCA/B747-400/92(R1)	TO PREVENT POTENTIAL IGNITION OF MOISTURE BARRIER COVER OF THE DRIP SHIELDS	FAA AD 2005-17-09 ( FAA AD 2000-26-04 IS SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B747-400/93	TO PREVENT POTENTIAL IGNITION INSULATION IN THE (ECS) DUCTS	FAA AD 2000-26-05	AS IN AD	AS IN AD
DGCA/B747-400/94	PREVENTION OF UNRESPRAINED MOVEMENT OF PAX SEATS DURING HIGH FWAL DECELERATION OF AEROPLANE	FAA AD 2001-11-11	AS IN AD	AS IN AD
DGCA/B747-400/95	TO PREVENT POTENTIAL FAILURE WITHIN THE ELECTRICAL MOTOR ASSEMBLY	FAA AD 99-08-19	AS IN AD	AS IN AD
DGCA/B747-400/96	TO DETECT AND CORRECT FATIGUE CRACKING OF THE FULE ENGINE	FAA AD 98-02-02	ASB IN AD	AS IN AD
DGCA/B747-400/97	TO PREVENT LOSS OF RUDDER CONTROL DUE TO INPROPERLY TORQUED FASTENESS	FAA AD 2001-22-13	AS IN AD	AS IN AD
DGCA/B747-400/98	TO PREVENT DAMAGE TO THE FLAP SYSTEM, ADJACENT SYSTEMS OR STRUCTURAL COMPONENTS	FAA AD 2001-23-13	AS IN AD	AS IN AD
DGCA/B747-400/99	TO PREVENT CHAFING BETWEEN OXYGEN HOSE AND ELECTRICAL WIRE BUNDLES	FAA AD 2001-24-29	AS IN AD	AS IN AD

DGCA/B747-400/100	TO PREVENT CHAFINING BURNING OF ELECTRICAL WIRES	FAA AD 2001-24-31	AS IN AD	AS IN AD
DGCA/B747-400/101(R1)	TO PREVENT DETACHMENT OF THE SHOULDER RESTRAINT HARNESS	FAA AD 2006-26-13	AS IN AD	AS IN AD
DGCA/B747-400/102(R1)	TO DETECT AND CORRECT CRACKING IN THE OUTBOARD AND CENTER SECTION OF THE HORIZONTAL STABILIZER	FAA AD 2006-10-16 (FAA AD'S 2002-06-02 AND 2003-13-09 ARE SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B747-400/103	TO DETECT AND CORRECT CRACKED OR BROKEN ALLOY STEEL BOLTS ON BS1480 BULKHEAD SPLICE	FAA AD 2002-08-10	AS IN AD	AS IN AD
DGCA/B747-400/104	TO PREVENT LOSS OF THE STRUCTURAL INTEGRITY OF THE FUSELAGE WHICH COULD RESULT IN RAPID DEPRESSURIZATION OF THE AIRPLANE	FAA AD 2009 -18 - 07	AS IN AD	AS IN AD
DGCA/B747-400/105	TO PREVENT FUEL VAPOURS FROM COMING INTO CONTACT WITH AN IGNITION SOURCE IN THE CENTER WING FUEL TANK	EMERGENCY FAA ADs 2002-19-52,2002-24-51 & 2007-13-04 SUPERCEDED FAA AD 2002-24-52	AS IN AD	AS IN AD
DGCA/B747-400/106	TO FIND FIX CRACKING OF THE LOWER LOBE PANEL; OF THE FUSELAGE SKIN OF THE AFT CARGO BAY	FAA AD 2002-23-15	AS IN AD	AS IN AD
DGCA/B747-400/107	TO DETECT AND CORRECT WEAR DAMAGE OF THE FUSELAGE SKIN IN THE INTERFACE AREA OF THE VERTICAL STABILIZER SEAL & FUSELAGE SKIN IN SECTIONS 46 & 48.	FAA AD 2009 - 14 - 02	AS IN AD	AS IN AD
DGCA/B747-400/108	TO PREVENT UNRESTRAINED DRIP SHIELDS FROM INTERFERING WITH RUDDER PEDAL MACHANISM	FAA AD 2003-02-02	AS IN AD	AS IN AD
DGCA/B747-400/109	TO FIND AND FIX POSSIBLE FATIGUE CRACKING OF THE FUSELAGE SKIN	FAA AD 2003-03-19	AS IN AD	AS IN AD
DGCA/B747-400/110	TO PREVENT ABNORMAL OPERATION OR RETRACTION OF A TRAILING' EDGE FLAP	FAA AD 2003-08-11	AS IN AD	AS IN AD

DGCA/B747-400/111	TO FIND AND FIX CRACKING OF THE SKIN, BEARSHAP AND SILL CHORD OF THE LOWER CARGODOR CUT OUT	FAA AD 2003-10-06	AS IN AD	AS IN AD
DGCA/B747-400/112	TO FIND AND FIX DISCREPANCIES OF THE RIVETS IN THE NOSE WHEEL WELL (NWW) PANELS	FAA AD 2003-10-09	AS IN AD	AS IN AD
DGCA/B747-400/113	CANCELLED IN VIEW OF DGCA/B 747-400/102 R1 VIDE LETTER NO 9-719/06 AI(2) DATED 25-05-06			
DGCA/B747-400/114	INSPECTION OF FLAP TRACK FORWARD END CLEVIS LUG	FAA AD 2003-14-15	AS IN AD	AS IN AD
DGCA/B747-400/115	TO PREVENT THE LOSS OF AN INBOARD TRAILING EDGE FOREFLAP DURING FLIGHT	FAA AD 2003-16-08	AS IN AD	AS IN AD
DGCA/B747-400/116	TO DETECT AND CORRECT FATIGUE CRACKING OF THE FRONT SPAR WEB OF THE WING	FAA AD 2003-16-12	AS IN AD	AS IN AD
DGCA/B747-400/117	TO PREVENT FAILURE OF THE STRUT AND SUBSEQUENT LOSS OF THE ENGINE	FAA AD 95-10-16	AS IN AD	AS IN AD
DGCA/B747-400/118	TO PREVENT FAILURE OF THE STRUT AND SEPARATION OF AN ENGINE FROM THE AIRPLANE DUE TO FRACTURING OF THE FUSE PINS.	FAA AD 97-14-06	AS IN AD	AS IN AD
DGCA/B747-400/119	INSPECTION OF UPPER AND LOWER SURFACE OF THE FORWARD LOWER SPAR	FAA AD 2003-16-14	AS IN AD	AS IN AD
DGCA/B747-400/120	INSPECTION OF INBOARD ENGINE STRUT TO DIAGONAL BRACE ATTACH FITTING.	FAA AD 95-20-05	AS IN AD	AS IN AD
DGCA/B747-400/121	CANCELLED IN VIEW OF DGCA/B 747-400/65 (R1) VIDE LETTER NO 9-716/06 AI(2) DATED 27-03-06			

DGCA/B747-400/122(R1)	TO PREVENT DETACHMENT OF THE SHOULDER RESTRAINT HARNESS OF THE ATTENDANT OR OBSERVER SEAT	FAA AD 2006-26-13	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/123	LOWER CARGO COMPARTMENT FIRE EXTINGUISHING SYSTEM - AFT CARGO DISCHARGE TUBE INSPECTION	BOEING SB 747-26A2270	AS IN SB	AS IN SB
DGCA/B747-400/124	TO PREVENT AN UNCOMMANDED LEFT RUDDER HARDOVER IN THE EVENT OF CRACKING IN THE YAW DAMPER ACTUATOR PORTION OF THE UPPER OR LOWER RUDDER PCMs	FAA AD 2008-13-03 SUPERSEDES FAA AD 2006-18-17	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/125	TO PREVENT DEGRADATION /LOSS OF RUDDER FEEL AND CENTERING	FAA AD 2003-24-04	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/126	TO PREVENT LOSS OF A CARGO DOOR AND CONSEQUENT RAPID DEPRESSURIZATION OF THE AIRPLANE.	FAA AD 2003-25-11	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/127	TO PREVENT LEAKAGE OF HYDRAULIC (FLAMMABLE) FLUID INTO AN ENGINE FIRE	FAA AD 2003-26-13	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/128	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 & SB	AS IN AD & SB
DGCA/B747-400/129	CANCELLEN IN VIEW OF DGCA/B747-400/142 VIDE LETTER NO 9-716/03 DATED 01-04-05			
DGCA/B747-400/130	TO DETECT AND CORRECT FATIGUE CRACKS IN THE FUSELAGE SKIN AND FRAME SHEAR TIE ASSEMBLIES, WHICH COULD PROPAGATE AND RESULT IN POSSIBLE IN-FLIGHT DECOMPRESSION OF THE AIRPLANE	FAA AD 2004-06-12	AS IN AD	AS IN AD
DGCA/B747-400/131	TO PREVENT POSSIBLE INTERFERENCE BETWEEN WIRE BUNDLE W4489 AND THE RECEPTACLE HOUSING OF THE CHILLER BOOST FAN , DRAIN TUBES AND ADJACENT STRUCTURE	FAA AD 2004-07-20	AS IN AD	AS IN AD
DGCA/B747-400/132	TO ENSURE THE CONTINUED STRUCTURAL INTEGRITY	FAA AD 2004-07-22R1 REVISES FAA AD 2004-07-22	AS IN AD	AS IN AD

DGCA/B747-400/133	TO PREVENT PASSENGER SERVICE UNIT ( PSU ) PANELS FROM MOVING AND FALLING FROM PSU SUPPORT RAILS	FAA AD 2004-09-04	AS IN AD & S B	AS IN AD & SB
DGCA/B747-400/134	TO PREVENT OVERHEATING OF THE HEATER TAPE ON POTABLE WATER FILL AND DRAIN LINES	FAA AD 2007-19-16 SUPERSEDES FAA AD 2004-09-10	AS IN AD & SB	AS IN AD& SB
DGCA/B747-400/135	TO PREVENT A CHAFED HOLE IN THE FIRE EXTINGUISHING SYSTEM TUBE OF THE AFT CARGO COMPARTMENT	FAA AD 2004-09-33	AS IN AD	AS IN AD
DGCA/B747-400/136	TO ENSURE ADEQUATE ELECTRICAL BONDING BETWEEN THE PENETRATION FITTINGSOF THE HYDRAULIC HEAT EXCHANGER AND THE REAR SPARS OF THE FUEL TANKS	FAA AD 2004-10-06	AS IN AD	AS IN AD
DGCA/B747-400/137	TO PREVENT DAMAGE AND ARCING TO THE CONDUIT AND POWER FEEDER CABLES OF THE IDG	FAA AD 2004-11-03	AS IN AD	AS IN AD
DGCA/B747-400/138	MODIFICATION OF AIR DATA COMPUTER (ADC)	FAA AD 2004-10-05	AS IN AD	AS IN AD
DGCA/B747-400/139	TO DETECT CORRECT FATIGUECRACKS IN THE SECTION 42 SKIN AT THE CUTOUT FOR THE GROUND EXHAUST VALVE OF THE ELECTRICAL EQUIPMENT	FAA AD 2004-13-15 ASB 747-53A2340	AS IN AD AS IN ASB	AS IN AD AS IN ASB
DGCA/B747-400/140	INSPECTION OF THE FIRE EXTINGUISHER BOTTLES IN THE ENGINE AND THE APU, AND REPLACEMENT OF THE FIRE EXTINGUISHER BOTTLE.	FAA AD 2004-14-13 &ASB 747-26A2272	AS IN AD & AS IN ASB	AS IN AD & AS IN ASB
DGCA/B747-400/141(R1)	TO PREVENT FRACTURE OF THE OUTER CYLINDER OF THE WING LANDING GEAR	FAA AD 2007-01-10,FAA AD 2004-16-05	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/142	TO DETECT AND CORRECT THE PROPAGATION OF FATIGUE CRACKS IN THE VICINITY OF OIL CANS ON THE WEB OF THE AFT PRESSURE BULKHEAD	FAA AD 2009 - 04 - 06 CORRECTION 18TH MAY 2009	AS IN AD & ASB	AS IN AD & ASB
DGCA/B747-400/143	TO PREVENT MINERAL BUILD UP ON THE APU AND ENGINE FIRE SHUTOFF SWITCHES.	FAA AD 2004-20-16&ASB747-26A2274	AS IN AD & ASB	AS IN AD & ASB

DGCA/B747-400/144	TO PREVENT INADVERTENT COMMANDED SHUTDOWN OF THE ENGINE BLEED AIR DISTRIBUTION SYSTEM DUE TO AN ERRONEOUS ASCTU COMMAND	FAA AD 2004-22-04	AS IN AD	AS IN AD
DGCA/B747-400/145	TO PREVENT CRACKED/FRACTURED SIDE GUIDE SUPPORT FITTINGS IN THE LOWER LOBE CARGO COMPARTMENTS.	FAA AD 2004-22-10	AS IN AD	AS IN AD
DGCA/B747-400/146(R2)	TO PREVENT FATIGUE CRACKS IN THE TOP AND SIDE PANEL WEBS AND STIFFNESS OF THE NOSE WHEEL WELL (NWW).	FAA AD 2006-22-15 (ORIGINAL AD 2004-25-23, 2005-09-02 ARE SUPERSEDED)	AS IN AD	AS IN AD
DGCA/B747-400/147	TO ENSURE THE STRUCTURAL INTEGRITY OF THE STRUT-TO-WING LOAD PATH AND PREVENT SEPERATION OF THE STRUT AND ENGINE FROM THE AIRPLANE	FAA AD 2005-03-01	AS IN AD	AS IN AD
DGCA/B747-400/148	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/B747-400/149	TO PREVENT DISCONNECTION OF AUTOLAND/ AUTOPILOT FUNCTIONS AND LOSS OF PRIMARY FLAPS CONTROL AND FLAPS INDICATION DISPLAY DUE TO DISENGAGEMENT OF ALL THREE FCU'S AT THE SAME TIME	FAA AD 2005-04-03	AS IN AD	AS IN AD
DGCA/B747-400/150	TO PREVENT FATIGUE CRACKING OF THE FUSELAGE FRAME TO TENSION TIE JOINTS.	FAA AD 2005-05-08 (BOEING SPL ATTENTION SB 747-53-2483)	AS IN AD	AS IN AD
DGCA/B747-400/151	TO FIND AND FIX FATIGUE CRACKING OF THE FUSELAGE FRAME	FAA AD 2005-08-09 (ASB 747-53A2505)	AS IN AD & ASB	AS IN AD & ASB
DGCA/B747-400/152	TO ENSURE THAT THE GALLEY CART LIFT CAN BE SENT ONLY FROM THE DECK ON WHICH IT IS IN USE.	FAA AD 2005-10-19	AS IN AD & ASB	AS IN AD & ASB
DGCA/B747-400/153	TO DETECT AND CORRECT FATIGUE CRACKS IN THE BODY STATION 1000 BULKHEAD CHORD	FAA AD 2005-10-21	AS IN AD & ASB	AS IN AD & ASB

DGCA/B747-400/154	TO PREVENT THE OVERHEATING OF THE FREQUENCY CONVERTER'S UNDERSIZED OUTPUT WIRING	FAA AD 2005-12-10	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/155	TO PREVENT A LATENT OPEN CIRCUIT THAT COULD LEAVE THE FUEL SPAR SHUTOFF VALVE IN A PARTIALLY OPEN POSITION	FAA AD 2005-13-20	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/156	TO PREVENT FATIGUE CRACKS IN THE UPPER CHORD, UPPER CHORD STRAP, AND THE WEB OF THE UPPER DECK FLOOR BEAMS	FAA AD 2005-13-05	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/157	TO PREVENT LOSS OF THE UNDERWING FITTING LOAD PATH DUE TO MISSING OR DAMAGED ALLOY STEEL OR A286 TAPERLOCK FASTENERS.	FAA AD 2005-14-08	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/158R1	TO DETECT AND CORRECT FATIGUE CRACKING IN THE SPECIFIED FUSELAGE STRINGERS WHICH IF LEFT UNDETECTED COULD RESULT IN FUSELAGE SKIN CRACKING	FAA AD 2010-01-02	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/159	TO PREVENT THE STRUCTURAL SUPPORT FOR THE DOOR 5 CREW REST AND ZONE E STOWBINS FAILING.	FAA AD 2005-16-01	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/160	TO PREVENT ACTUATION DELAYS IN THE INFLATION SYSTEMS OF THE ESCAPE SLIDE/RAFTS	FAA AD 2009 - 10 -12	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/161	TO DETECT AND CORRECT SUCH CORROSION, WHICH COULD RESULT IN A CRACKED OR BROKEN BEAM	FAA AD 2005-16-10	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/162	TO PREVENT THE LOSS OF A DUAL SIDE BRACE (DSB) OR UNDERWING MIDSPAR FITTING LOAD PATH	FAA AD 2005-19-09	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/163	TO DETECT AND CORRECT CORROSION, WHICH CAN PENETRATE THE THICKNESS OF THE SKIN AND CAUSE CRACKING AND RESULT IN RAPID DECOMPRESSION OF THE AIRPLANE	FAA AD 2005-25-26	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/164	TO FIND AND FIX CRACKS IN THE TENSION TIES AT THE BODY STATION 820 FRAME CONNECTION	FAA AD 2006-01-07	AS IN AD & SB	AS IN AD & SB

DGCA/B747-400/165R 1	TO PREVENT LOSS OF THE STRUCTURAL INTEGRITY OF THE FUSELAGE WHICH COULD RESULT IN RAPID DEPRESSURIZATION OF THE AIRPLANE	FAA AD 2010-01-01	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/166R 1	TO PREVENT FATIGUE CRACKING IN CERTAIN LAP JOINTS, WHICH COULD RESULT IN RAPID DEPRESSURIZATION OF THE AIRPLANE	FAA AD 2010-26-10	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/167	TO DETECT AND CORRECT CRACKS IN THE SKIN, BEARSTRAP, AND SMALL STEEL DOUBLER ( IF INSTALLED) AT MAIN ENTRY DOORS NO 3.	FAA AD 2006-06-10	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/168	TO DETECT AND CORRECT CRACKING OF THE TENSION TIES, SHEAR WEBS, AND FRAMES OF THE UPPER DECK WHICH COULD RESULT IN RAPID DECOMPRESSION & REDUCED STRUCTURAL INTEGRITY	FAA AD 2007-23-18 (FAA AD 2006-06-11 IS SUPERSEDED)	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/169	TO PREVENT FAILURE OF FLIGHT DECK ELECTRONIC EQUIPMENT	FAA AD 2005-05-20	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/170 (R1)	TO DETECT AND CORRECT FATIGUE CRACKING OF CERTAIN LOWER LOBE FUSELAGE FRAMES	FAA AD 2006-09-06 R1	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/171	TO PREVENT AN UNDETECTED FAILURE OF THE PRIMARY LOAD PATH FOR THE BALLSCREW IN THE HORIZONTAL STABILIZER	FAA AD 2006-10-02	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/172	TO DETECT AND CORRECT CRACKING IN THE LONGERON EXTENSION FITTING	FAA AD 2007-26-17 SUPERCEDED FAA AD 2006-10-04	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/173	TO ENSURE THAT THE MIDPIVOT BOLTS AND MIDPIVOT BOLT ACCESS DOORS ARE INSTALLED IN THE CORRECT POSITION	FAA AD 2006-12-03	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/174	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 & SB	AS IN AD & SB
DGCA/B747-400/175	TO PREVENT FAILURE OF THE OXYGEN CYLINDER SUPPORT UNDER THE MOST CRITICAL FLIGHT LOAD CONDITIONS	FAA AD 2006-12-10 R1	AS IN AD & SB	AS IN AD & SB

DGCA/B747-400/176	TO DETECT AND CORRECT FATIGUE CRACKS THAT COULD EXTEND AND FULLY SEVER THE STATION 800 FRAME ASSEMBLY	FAA AD 2007-16-08 SUPERSEDED FAA AD 2006-12-12	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/177	TO PREVENT DETACHMENT OF THE CENTER OVERHEAD STOWAGE BINS DURING AN EXTREME FORWARD LOAD EVENT	FAA AD 2006-13-09	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/178	TO PREVENT AN INCREASED PRESSURE DROP ACROSS THE HUMIDIFIER	FAA AD 2006-21-05	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/179	TO DETECT AND CORRECT CRACKS IN THE OVERLAPPED SKIN PANELS IN THE FUSELAGE SKIN LAP JOINTS	FAA AD 2006-22-09	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/180	TO DETECT AND CORRECT FATIGUE CRACKS AT THE FASTENER ROWS OF THE FUSELAGE SKIN IN SECTION 41	FAA AD 2006-24-05	AS IN AD & SB	AS IN AD & SB
DGCA/B747-400/181	TO DETECT AND CORRECT CRACKING OF BULKHEAD WEB AT MULTIPLE SITES ALONG THE RADIAL LAP SLICE	FAA AD 2007-02-24	AS IN AD	AS IN AD
DGCA/B747-400/182	TO DETECT AND CORRECT CRACKING OF THE CREASE BEAM AND ADJACENT STRUCTURE	FAA AD 2007-01-09	AS IN AD	AS IN AD
DGCA/B747-400/183	TO PREVENT LEAKAGE OF FUEL OR FUEL VAPORS INTO AREAS WHERE IGNITION SOURCE MAY BE PRESENT	FAA AD 2007-07-03	AS IN AD	AS IN AD
DGCA/B747-400/184	TO DETECT AND CORRECT CRACKING IN THE UPPER DECK FLOOR BEAM AT STATION 400	FAA AD 2007-10-09	AS IN AD	AS IN AD
DGCA/B747-400/185	TO DETECT AND CORRECT CORROSION ON GIRT BAR SUPPORT FITTINGS, WHICH COULD RESULT IN SEPARATION OF THE ESCAPE SLIDES AT THE MAIN ENTRY DOORS DURING AN EMERGENCY.	FAA AD 2007-12-11	AS IN AD	AS IN AD
DGCA/B747-400/186	TO DETECT AND CORRECT CRACKING OF THE AFT TENSION TIE CHANNELS	FAA AD 2007-16-19	AS IN AD	AS IN AD

DGCA/B747-400/187	TO DETECT AND CORRECT CRACKING IN THE FAIL-SAFE INTERLAYER OF CERTAIN NO.2 AND NO.3 GLASS WINDOWS	FAA AD 2007-15-10	AS IN AD	AS IN AD
DGCA/B747-400/188	TO DETECT AND CORRECT FATIGUE CRACKING OF THE FUSELAGE SKIN NEAR STRINGER 5	FAA AD 2007-15-07	AS IN AD	AS IN AD
DGCA/B747-400/189	TO PREVENT ARCHING INSIDE THE FUEL TANKS IN THE EVENT OF LIGHTNING STRIKE OR HIGH-POWERED SHORT CIRCUIT	FAA AD 2007-20-01	AS IN AD	AS IN AD
DGCA/B747-400/190	TO PREVENT INSUFFICIENT ELECTRICAL BONDING WHICH COULD RESULT IN A POTENTIAL OF IGNITION SOURCES INSIDE THE FUEL TANKS	FAA AD 2007-21-13	AS IN AD	AS IN AD
DGCA/B747-400/191	TO ENSURE THERE IS SUFFICIENT FIRE SUPPRESSANT TO CONTROL A CARGO FIRE	FAA AD 2007-23-08	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/192	TO DETECT AND CORRECT CRACKING IN THE STA 1241 BULKHEAD FITTINGS	FAA AD 2007-25-17	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/193	TO PREVENT THE IN LINE FLOW INDICATORS OF THE PASSENGER OXYGEN MASKS FROM FRACTURING AND SEPRATING	FAA AD 2007-26-06	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/194	TO PREVENT CRACKING AND BUCKLING OF THE FORWARD OR REAR HEAT EXCHANGER SHELL OF THE AIR DISTRIBUTION SYSTEM OF THE CREW REST AREA	FAA AD 2007-25-19	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/195	TO PREVENT DETACHMENT OF THE CENTER STOWAGE BINS OF THE ZONE E AT FORWARD LOAD LEVELS LESS THAN 9G DURING EMERGENCY LANDING	FAA AD 2007-25-18	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/196	TO DETECT AND CORRECT MIGRATED HINGE PINS AND DAMAGE FLIPPER DOORS	FAA AD 2007-26-07	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/197	SSAD	-----	AS IN AD	AS IN AD

DGCA/ BOEING 747-400/198	TO PREVENT FAILURE OF AN EVACUATION SYSTEM	FAA AD 2008-03-05	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/199	TO ENSURE THAT CERTAIN LIGHTED PUSHBUTTON SWITCHES IN THE FLIGHT COMPARTMENT DO NOT MALFUNCTION AND CAUSE THE FLIGHT CREW TO BE UNABLE TO CONTROL CRITICAL AIRPLANE SYSTEMS AND CONTINUE SAFE OPERATIONS	FAA AD 2008-02-14	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/200	TO DETECT AND CORRECT CRACKS AND BROKEN FASTNERS OF THE INBOARD AND OUTBOARD NACELLE STRUTS	FAA AD 2008-05-03	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/201	TO PREVENT A FRACTURED TRUNNION FORK ASSEMBLY WHICH COULD RESULT IN THE COLLAPSE OF A WING LANDING GEAR ON THE GROUND AND POSSIBLE DAMAGE TO HYD EQUIPMENT.	FAA AD 2008 - 09 -05	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/202	TO PREVENT WATER FROM ENTERING THE CARD FILE AND DAMAGING A CIRCUIT CARD	FAA AD 2008 - 08 -25	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/203	TO PREVENT CRACKING IN THE FUESLAGE SKIN,WHICH COULD RESULT IN RAPID DECOMPRESSION & LOSS OF STRUCTURAL INTEGRITY OF THE AIRPLANE	FAA AD 2009 - 04 -16	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/204	TO PREVENT THE POTENTIAL FOR IGNITION SOURCES INSIDE FUEL TANKS CAUSED BY LATENT FAILURES, ALTERATIONS, REPAIRS, OR MAINTENANCE ACTIONS	FAA AD 2008-10-07	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/205	TO ENSURE FASTNERS IN THE SHEAR CLIP OF THE STUB FRAME TO AUXILIARY SILL JOINTS (LEFT AND RIGHT SIDES) ARE INSTALLED	FAA AD 2008-09-20	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/206	TO PREVENT INSUFFICIENT CLEARANCE BETWEEN THE WIRE BUNDLE AND HYDRAULIC TUBE THAT COULD LEAD TO CHAFING OF THE WIRE BUNDLE	FAA AD 2008-14-14	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/207	TO DETECT AND CORRECT BROKEN OR MISSIN FASTNERS IN THE HINGE SEGMENTS WITH A SINGLE FASTNER ROW WHICH COULD LEAD TO OPENING OF THE CARGO DOOR DURING FLIGHT	FAA AD 2008-14-08	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/208	TO PREVENT LOSS OF IDUs DUE TO FAILURE OF ALL THREE ELECTRONIC FLIGHT INSTRUMENT SYSTEM/ENGINE INDICATING AND CREW ALERTING SYSTEM(EFIS/EICAS) INTERFACE UNITS (EIUs)	FAA AD 2008-13-22	AS IN AD	AS IN AD

DGCA/ BOEING 747-400/209	TO DETECT AND CORRECT FUESLAGE SKIN CRACKS AT FASTENER LOCATIONS ALONG THE SKIN TO STRINGER ATTACHMENTS	FAA AD 2008-17-17	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/210	TO PREVENT REDUCED STRUCTURAL INTEGRITY OF THE FUESLAGE.	FAA AD 2008-16-14 SUPERSEDES FAA AD 94-15-06 & BOEING ASB 747-53A2312 LATEST REV.	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/211	TO PREVENT LIGHTNING INDUCED ELECTRICAL ENERGY FROM ENTERING A RESERVE FUEL TANK THROUGH THE REFUEL VALVE,WHICH COULD RESULT IN A FUEL TANK EXPLOSION & CONSEQUENT LOSS OF AIRPLANE	FAA AD 2008 -18 - 09	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/212	TO PREVENT A FIRE OR EXPLOSION IN THE FUEL TANK & CONSEQUENT LOSS OF THE AIRPLANE	FAA AD 2008 -21 - 06	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/213	TO DETECT & CORRECT FATIGUE CRACKING OF THE LOWER FORWARD CORNER REVEAL OF THE NUMBER 3 MEDs WHICH COULD LEAD TO THE DOOR ESCAPE SLIDE DEPARTING THE AIRPLANE WHEN THE DOOR IS OPENED AND THE SLIDE IS DEPLOYED	FAA AD 2008 - 18 - 07	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/214	HAZARDS POSED BY SKEWING & FAILED FLAPS	FAA AD 2008 - 23 - 10	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/215	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/ BOEING 747-400/216	TO PREVENT DAMAGE TO THE CONTROL SURFACE STRUCTURE DURING FLIGHT WHICH COULD RESULT IN LOSS OF CONTROL OF THE AIRPLANE	FAA AD 2008 -22- 09	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/217	TO DETECT & CORRECT CRACKS OR FRACTURES OF THE PRIMARY STRUCTURAL & FAIL SAFE LOAD PATHS OF THE INBOARD & OUTBOARD TRAILING EDGE FLAPS	FAA AD 2008 -25 - 07	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/218	TO DETECT & CORRECT CRACKS IN THE UPPER LOBE DOUBLERS	FAA AD 2009 - 09 - 08	AS IN AD	AS IN AD

DGCA/ BOEING 747-400/219	TO DETECT & CORRECT CRACKS IN THESE CHORDS, WHICH COULD BECOME LARGE & CAUSE THE FLOOR BEAMS TO BECOME SEVERED & RESULT IN RAPID DECOMPRESSION	FAA AD 2009 - 10 - 06	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/220	TO DETECT & CORRECT FATIGUE CRACKING OF THE LONGERON, WHICH CAN PROPOGATE & CAUSE DAMAGE TO THE ADJACENT HORIZONTAL STABILIZER PIVOT BULKHEAD.	FAA AD 2009 -12 - 08	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/221	TO PREVENT AUTOMATIC RETRACTION OF THE LEADING EDGE FLAPS DURING TAKE OFF WHICH COULD RESULT IN REDUCED CLIMB PERFORMANCE & CONSEQUENT COLLISION WITH TERRAIN & OBSTACLES OR FORCED LANDING OF THE AIRPLANE	FAA AD 2009 -13 - 03	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/222	TO ENSURE THAT THE FLIGHTCREW IS ABLE TO TURN OFF ELECTRICAL POWER TO THE IFE SYSTEM AND OTHER NON ESSENTIAL PASSENGER CABIN SYSTEMS THROUGH UTILITY BUS SWITCHES IN THE FLIGHT COMPARTMENT IN THE EVENT OF SMOKE OR FUMES	FAA AD 2009 -15 - 12	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/223	TO DETECT & CORRECT FRAME CRACKS, WHICH COULD RESULT IN CRACKING OF THE ADJACENT FUSELAGE SKIN & CONSEQUENT RAPID DECOMPRESSION OF THE AIRPLANE	FAA AD 2009 -19 - 05	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/224	TO PREVENT A DECREASE OF THE AERODYNAMIC CONTROLLABILITY OF THE AIRPLANE WHICH COULD ADVERSELY AFFECT THE AIRPLANES CONTINUED SAFE FLIGHT & LANDING	FAA AD 2009 -20 - 12	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/225	TO PREVENT INJURIES TO PERSONS & DAMAGE TO THE AIRPLANE AND EQUIPMENT	FAA AD 2009 -22 - 08	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/226	TO DETECT & CORRECT MISSING FASTENERS AT THE STRINGER TO STRINGER CLIP JOINTS WHICH COULD RESULT IN SHEAR TIE & SKIN CRACKS & RAPID IN FLIGHT DECOMPRESSION OF THE AIRPLANE	FAA AD 2009 -24-17	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/227	TO DETECT & CORRECT THE LOSS OF STRUCTURAL INTEGRITY OF THE FUSELAGE, WHICH COULD RESULT IN RAPID DEPRESSRIZATION OF THE AIRPLANE	FAA AD 2009 -25-11	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/228	TO PREVENT A STANDBY STATIC INVERTER FROM OVERHEATING WHICH COULD RESULT 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/ BOEING 747-400/229	TO PREVENT THE POTENTIAL FOR IGNITION SOURCES INSIDE FUEL TANKS CAUSED BY LATENT FAILURES, ALTERATIONS, REPAIRS, OR MAINTENANCE ACTIONS,WHICH,IN COMBINATION WITH FLAMMABLE FUEL VAPOURS,COULD RESULT IN A FUEL TANK EXPLOSION & CONSEQUENT LOSS OF THE AIRPLANE	FAA AD 2008-10-06R1	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/230	TO DETECT & CORRECT FATIGUE CRACKING AT MULTIPLE ADJACENT LOCATIONS IN THE SUBJECT AREAS,WHICH COULD CONNECT TO FORM LARGE CRACKS AND RESULT IN REDUCED STRUCTURAL INTEGRITY LEADING TO RAPID DECOMPRESSION AND CONSEQUENT LOSS OF CONTROL OF THE AIRPLANE	FAA AD 2010 -05-03	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/231	TO DETECT & CORRECT SUCH CRACKING WHICH COULD GROW & RESULT IN A SEVERED INTERCOSTAL .	FAA AD 2010 -14-17	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/232	TO PREVENT UNCOMMANDED OPERATION OF CERTAIN OVERRIDE/JETTISON PUMPS WHICH COULD CAUSE OVERHEAT ,ELECTRICAL ARCS,OR FRICTIONAL SPARKS,AND COULD LEAD TO AN IGNITION SOURCE INSIDE A FUEL TANK	FAA AD 2010 -14-08	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/233	TO DETECT & CORRECT CRACKS & FRACTURES OF THE NACELLE STRUT FRONT SPAR CHORD ASSEMBLY	FAA AD 2010 -14-09	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/234	TO PREVENT DAMAGE TO THE FUEL PUMPS CAUSED BY ELECTRICAL ARCING THAT COULD INTRODUCE AN IGNITION SOURCE IN THE FUEL TANK WHICH IN COMBINATION WITH FLAMMABLE FUEL VAPOURS COULD RESULT IN A FUEL TANK EXPLOSION	FAA AD 2010-13-12	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/235	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/ BOEING 747-400/236	TO PREVENT A POTENTIAL ELECTRICAL ARC FROM IGNITING THE BMS 8-39 POLYURETHANE FOAM INSULATION ON THE DUCT ASSEMBLIES OF THE ECS	FAA AD 2010-14-01	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/237	TO PREVENT INADVERTENT ELECTRICAL CURRENT,WHICH CAN CAUSE THE LOW PRESSURE FLEX HOSES OF THE CREW OXYGEN SYSTEM TO MELT OR BURN RESULTING IN OXYGEN SYSTEM LEAKAGE	FAA AD 2010-16-05	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/238	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 52:DOORS	FAA AD 2009 -19 - 06	AS IN AD	AS IN AD

DGCA/ BOEING 747-400/239	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 28:FUEL	FAA AD 2010-20-12	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/240	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 53:FUSELAGE	FAA AD 2010-26-07	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/241	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 28:FUEL	FAA AD 2011-06-03	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/242	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 54:NACELLES/PYLONS	FAA AD 2011-09-14	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/243	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 78:ENGINE EXHAUST	FAA AD 2011-10-02	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/244	ATA 29 - HYDRAULIC POWER	FAA AD 2011-14-11	AS IN AD	AS IN AD
DGCA/ BOEING 747-400/245	ATA 25 - EQUIPMENT / FURNISHINGS	FAA AD 2011-16-06	AS IN AD	AS IN AD