Sl no	DGCA NO	SUBJECT	REFERENCE	COMPLIANCE	APPLICABILITY
1	DGCA/BOEING 777/01	TO PREVENT FAILURE OF THE LOCKWIRES ON THE BEARING RETAINER NUT OF THE PIVOT FITTINGS OF THE HORIZONTAL STABILIZER	FAA AD 96-14-06	AS IN AD & ASB	AS IN AD & ASB
2	DGCA/BOEING 777/02	TO DETECT AND CORRECT CORROSION, WHICH COULD REDUCE SYSTEM PROTECTION AGAINST LIGHTNING STRIKES OR HIGH INTENSITY REDIATED FIELD (HIRF) EVENTS.	FAA AD 97-10-02	AS IN AD & ASB	AS IN AD & ASB
3	DGCA/BOEING 777/03	TO DETECT AND CORRECT LOOSE BUSHING RETAINER NUT OF THE PIVOT FINS IF THE HORIZONTAL STABILIZER HINGE ASSEMBLY.	FAA AD 97-17-02	AS IN AD & SB	AS IN AD & SB
4	DGCA/BOEING 777/04	TO PREVENT FAILURE OF THE LOCK PIN MECHANISM TO LOCK THE MLG IN DOWN POSITION	FAA AD 98-02-06 R1	AS IN AD & ASB	AS IN AD & ASB
5	DGCA/BOEING 777/05	TO DETECT AND CORRECT FATIGUE CRACKING OF THE FLAPERON SUPPORT STRUCTURE	FAA AD 99-13-05	AS IN AD & ASB	AS IN AD & ASB
6	DGCA/BOEING 777/06	TO PREVENT CORROSION AND POSSIBLE CRACKING OF ALUMINIUM RIBS AND BRACKETS OF THE TRAILING EDGE EMPENNAGE	FAA AD 99-14-05	AS IN AD & ASB	AS IN AD & ASB
7	DGCA/BOEING 777/07	TO DETECT AND CORRECT WEAR OF THE SAFETY SPRING WEAR PLATE DOUBLERS ON THE APU FIREWALL	FAA AD 99-17-02	AS IN AD & SB	AS IN AD & SB
8	DGCA/BOEING 777/08	TO PREVENT FATIGUE CRACKING OF THE UPPER WING SKIN	FAA AD 2000-08-15	AS IN AD & ASB	AS IN AD & ASB
9	DGCA/BOEING 777/09	TO PREVENT FATIGUE CRACKING OF THE AFT WHEEL WELL BULKHEAD	FAA AD 2000-11-11	AS IN AD & ASB	AS IN AD & ASB
10	DGCA/BOEING 777/10	TO PROHIBIT THE DISPATCH OF AN AIRPLANE WITH AN ENGINE MOUNTED BACKUP GENERATOR HAVING A SHEARED SHAFT	FAA AD 2000-13-04	AS IN AD	AS IN AD
11	DGCA/BOEING 777/11	TO PREVENT FAILURE OF THE SUPPLEMENTAL OXYGEN SYSTEM TO THE PASSENGERS AND FLIGHT ATTENDANTS	FAA AD 2000-15-16	AS IN AD & SB	AS IN AD & SB
12	DGCA/BOEING 777/12(R1)	TO PREVENT POTENTIAL IGNITION OF THE MOISTURE BARRIER COVER OF THE DRIP SHIELD	FAA AD 2005-17-09 (FAA AD 2000-26-04 IS SUPERSEEDED)	AS IN AD & SB	AS IN AD & SB

13	DGCA/BOEING 777/13	TO FIND AND FIX INCORRECT INSTALLATION OF THE RELEASE PIN IN THE GENERATOR FIRING MECHANISM	FAA AD 2001-10-14	AS IN AD & SB	AS IN AD & SB
14	DGCA/BOEING 777/14	TO PREVENT MIGRATION OR LOSS OF THE UPPER HOUSING WEARPLATE, WHICH COULD RESULT IN LOSS OF THE MLG DURING THE TAKEOFF ROLL	FAA AD 2001-08-03	AS IN AD & ASB	AS IN AD & ASB
15	DGCA/BOEING 777/15	TO PREVENT STRESS CORROSION CRACKING AND CONSEQUENT FRACTURE OF THE AFT TRUNNION OF THE OUTER CYLINDER OF THE MLG.	FAA AD 2001-09-02	AS IN AD & ASB	AS IN AD & ASB
16	DGCA/BOEING 777/16	TO PREVENT FRACTURE OF THE INBOARD SUPPORT STRUCTURE, OF THE INBOARD FLAPERON	FAA AD 2001-12-10	AS IN AD & ASB	AS IN AD & ASB
17	DGCA/BOEING 777/17	TO FIND AND FIX CRACKING OF THE WEB OF THE HORIZONTAL AND SLOPING PRESSURE DECKS	FAA AD 2001-18-09	AS IN AD & ASB	AS IN AD & ASB
18	DGCA/BOEING 777/18	TO DETECT AND CORRECT CRACKING OR MISSING PIECES OF THE COVE SKIN ON THE OUTBOARD LEADING EDGE SLATS	FAA AD 2002-11-06	AS IN AD & ASB	AS IN AD & ASB
19	DGCA/BOEING 777/19	TO PREVENT CHAFING OF THE FQIS WIRING ON SURROUNDING STRUCTURES AND SYSTEMS	FAA AD 2002-16-15	AS IN AD & SB	AS IN AD & SB
20	DGCA/BOEING 777/20	TO PREVENT AN UNCOMMANDED STABILIZER TRIM DUE TO SIMULTANEOUS FAILURE OF TWO STATIC SEALS ON ONE STABILIZER TRIM CONTROL MODULES (STCM)	FAA AD 2003-12-01	AS IN AD & SB	AS IN AD & SB
21	DGCA/BOEING 777/21	TO PREVENT CRACKING OF THE LEADING EDGE OUTBOARD SLATS	FAA AD 2003-19-02	AS IN AD & ASB	AS IN AD & ASB
22	DGCA/BOEING 777/22	TO PREVENT LEAKAGE OF HYDRAULIC FLUID INTI THE STRUT AFT DRY BAY	FAA AD2003-25-02	AS IN AD & ASB	AS IN AD & ASB
23	DGCA/BOEING 777/23	TO DETECT AND CORRECT CRACKS OR DAMAGE TO THE WEB OF THE AFT PRESSURE BULKHEAD	FAA AD 2004-03-05	AS IN AD & ASB	AS IN AD & ASB
24	DGCA/BOEING 777/24	TO PREVENT THE POSSIBILITY OF THE AIRPLANE DEPARTING THE RUNWAY DURING CATEGORY IIIB AUTOLAND OPERATIONS	FAA AD 2004-04-08	AS IN AD & ASB	AS IN AD & ASB
25	DGCA/BOEING 777/25	TO PREVENT WATER FROM BEING TRAPPED INSIDE THE JOYSTICK COVERS	FAA AD 2004-05-26	AS IN AD & SB	AS IN AD & SB

26	DGCA/BOEING 777/26	TO PREVENT DAMAGE TO THE STABILIZER CUTOUT CIRCUIT WIRES IN THE BUNDLES DUE TO CONTACT BETWEEN THE BUNDLES AND THE STABILIZER COMMAND CIRCUIT, COULD RESULT IN HYDRAULIC TUBES.	FAA AD 2004-12-15	AS IN AD & SB	AS IN AD & SB
27	DGCA/BOEING 777/27	TO PREVENT LEAKAGE OF FIRE EXTINGUISHING AGENT THROUGHT THE FILTER/REGULATOR OF THE CARGO FIRE EXTINGUISHING SYSTEM	FAA AD 2004-17-05	AS IN AD & SB	AS IN AD & SB
28	DGCA/BOEING 777/28	TO PREVENT A POSSIBLE SOURCE OF IGNITION IN A FLAMMABLE LEAKAGE ZONE.	FAA AD 2004-18-09	AS IN AD & SB	AS IN AD & SB
29	DGCA/BOEING 777/29	TO DETECT AND CORRECT CRACKS OR DEFECTS THAT COULD RESULT IN A FRACTURE OF THE CYLINDER OF THE MLG	FAA AD 2005-07-02	AS IN AD & SB	AS IN AD & SB
30	DGCA/BOEING 777/30	TO PREVENT A GALLEY, PURSER WORK STATION, OR CLOSET FROM DETACHING FROM THE TIE DOWN FITTING STUDS DURING AN EMERGENCY LANDING	FAA AD 2005-07-16	AS IN AD & SB	AS IN AD & SB
31	DGCA/BOEING 777/31(R1)	TO PREVENT THE DISPLAY OF ERRONEOUS HEADING INFORMATION TO THE PILOT	FAA AD 2005-18-51(FAA AD 2005-10-03 IS SUPERSEEDED)	AS IN AD & ASB	AS IN AD & SB
32	DGCA/BOEING 777/32	TO PREVENT FATIGUE CRACKS IN THE LOWER T- CHORD AT THE BOLT HOLES COMMON TO THE PADDLE FITTINGS.	FAA AD 2005-10-17	AS IN AD & SB	AS IN AD & SB
33	DGCA/BOEING 777/33	TO PREVENT THE FUEL PUMPS IN THE CENTER FUEL TANK FROM RUNNING DRY AND BECOMING A POTENTIAL IGNITION SOURCE.	FAA AD 2005-10-20	AS IN AD & SB	AS IN AD & SB
34	DGCA/BOEING 777/34	TO PREVENT THE OVERHEATING OF THE FREQUENCY CONVERTER'S UNDERSIZWD OUTPUT WIRING	FAA AD 2005-12-10	AS IN AD & SB	AS IN AD & SB
35	DGCA/BOEING 777/35	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
36	DGCA/BOEING 777/36	TO PREVENT FAILURE OF THE VERTICAL TIE RODS SUPPORTING CERTAIN ELECTRICAL RACKS AND THE CENTER STOWAGE BINS.	FAA AD 2005-13-28	AS IN AD & SB	AS IN AD & SB
37	DGCA/BOEING 777/37	TO PREVENT WIRE CHAFING, WHICH COULD RESULT IN THE LOSS OF FLIGHT CONTROL, COMMUNICATION, NAVIGATION, AND THE ENGINE FIRE CONTROL SYSTEMS	FAA AD 2005-13-29	AS IN AD & SB	AS IN AD & SB
38	DGCA/BOEING 777/38	TO PREVENT OVERHEATING OF THE LIGHT CONNECTORS	FAA AD 2005-13-34	AS IN AD & SB	AS IN AD & SB

39	DGCA/BOEING 777/39	TO PREVENT A FIRE IN THE CARGO COMPARTMENT	FAA AD 2005-14-04	AS IN AD & SB	AS IN AD & SB
40	DGCA/BOEING 777/40	TO PREVENT AN UNCONTROLLABLE FIRE IN THE LEADING EDGE OF THE WING	FAA AD 2005-14-05	AS IN AD & SB	AS IN AD & SB
41	DGCA/BOEING 777/41	TO PREVENT WIRE BUNDLES OF THE FUEL SYSTEM CHAFING AGAINST THE REAR SPAR STIFFNERS OUTSIDE THE FUEL TANK	FAA AD 2005-17-02	AS IN AD & SB	AS IN AD & SB
42	DGCA/BOEING 777/42	TO PREVENT LOSS OF THE CAPABILITY OF THE CABIN FLOOR AND SEAT TRACK STRUCTURE TO SUPPORT THE AIRPLANE INERTIA LOADS UNDER EMERGENCY LANDING CONDITIONS	FAA AD 2005-18-10	AS IN AD & SB	AS IN AD & SB
43	DGCA/BOEING 777/43	TO PREVENT DAMAGE AND EVENTUAL FRACTURE OF THE YOKE ASSEMBLY, PIN ASSEMBLY, AND ATTACHEMENT BOLTS THAT CONNECT THE INBOARD AND OUTBOARD POWER CONTROL UNIT (PCU) TO A FLAPERON	FAA AD 2005-25-24	AS IN AD & SB	AS IN AD & SB
44	DGCA/BOEING 777/44	TO PREVENT ENERGY FROM A LIGHTNING STRIKE ON THE BUSHING FOR THE SUMP DRAIN VALVE FROM ARCING TO THE INSIDE OF THE CENTER FUEL TANK WALL.	FAA AD 2006-05-08	AS IN AD & SB	AS IN AD & SB
45	DGCA/BOEING 777/45	TO PREVENT FAILURE OF FLIGHT DECK ELECTRONIC EQUIPMENT	FAA AD 2005-05-20	AS IN AD & SB	AS IN AD & SB
46	DGCA/BOEING 777/46	TO PREVENT FAILURE OF THE EMERGENCY POWER ASSIST SYSTEM (EPAS)	FAA AD 2006-11-13	AS IN AD & SB	AS IN AD & SB
47	DGCA/BOEING 777/47	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
48	DGCA/BOEING 777/48	TO PREVENT ARCING OR SPARKING DURING A LIGHTNING STRIKE AT THE INTERFACE BETWEEN THE BULKHEAD FITTINGS OF THE FUEL FEED TUBE AND THE FRONT SPAR INSIDE THE FUEL TANK	FAA AD 2006-12-26	AS IN AD & SB	AS IN AD & SB
49	DGCA/BOEING 777/49	TO PREVENT FAILURE OF THE SAFETY FITTINGS FOR THE CARGO FIRE EXTINGUISHING BOTTLES DUE TO CORROSION	FAA AD 2006-17-11	AS IN AD & SB	AS IN AD & SB
50	DGCA/BOEING 777/50	TO PREVENT CRACKING OF LOWER WEBS OF THE AFT FAIRINGS	FAA AD 2006-19-12	AS IN AD & SB	AS IN AD & SB
51	DGCA/BOEING 777/51	TO PREVENT DUAL ENGINE THRUST ROLLBACK DURING THE TAKEOFF PHASE OF FLIGHT	FAA AD 2006-20-51R1	AS IN AD & SB	AS IN AD & SB

52	DGCA/BOEING 777/52	TO PREVENT AN INCREASED PRESSURE DROP ACROSS THE HUMIDIFIER	FAA AD 2006-21-05	AS IN AD & SB	AS IN AD & SB
53	DGCA/BOEING 777/53	TO PREVENT FAILURE OF A THRUST REVERSER (TR) AND ADJACENT COMPONENTS	FAA AD 2006-21-09	AS IN AD & SB	AS IN AD & SB
54	DGCA/BOEING 777/54	TO DETECT AND CORRECT CORROSION, AND PREVENT SUBSEQUENT FATIGUE CRACKS, ON THE FUSELAGE SKIN UNDER THE FORWARD AND AFT WING TO BODY FAIRINGS	FAA AD 2006-25-05	AS IN AD & SB	AS IN AD & SB
55	DGCA/BOEING 777/55	TO DETECT CRACKS OF THE OUTER V -BLADES OF THE THRUST REVERSER AND CORRECTION	FAA AD 2006-26-06	AS IN AD & SB	AS IN AD & SB
56	DGCA/BOEING 777/56	TO PREVENT DISCONNECTION OF DRIVE ARM FROM ITS DRIVE GIMBAL	FAA AD 2007-02-23	AS IN AD & SB	AS IN AD & SB
57	DGCA/BOEING-777/ 57(R1)	TO PREVENT AIR SUPPLY AND CABIN PRESSURE CONTROLLER FAILURE	FAA AD 2007-07-05(R1)	AS IN AD & SB	AS IN AD & SB
58	DGCA/BOEING-777/ 58	TO DETECT AND CORRECT CORROSION OR CRACKING OF THE TORQUE TUBE AND CLOSE OUT RIB FITTINGS THAT SUPPORT THE INBOARD END OF THE INBOARD TRAILING EDGE FLAP	FAA AD 2007-09-04	AS IN AD & SB	AS IN AD & SB
59	DGCA/BOEING-777/ 59	TO PREVENT FLUTTER WHICH CAN CAUSE DAMAGE TO THE CONTROL SURFACE STRUCTURE AND CONSEQUENT LOSS OF CONTROL OF THE AIRPLANE	FAA AD 2007-13-05	AS IN AD & SB	AS IN AD & SB
60	DGCA/BOEING-777/ 60	TO PREVENT AN UNDETECTED FAILURE OF THE PRIMARY LOAD PATH FOR THE BALLSCREW IN THE DRIVE MECHANISM OF THE HORIZONTAL STABLIZER AND SUBSEQUENT WEAR AND FAILURE OF THE SECONDARY LOAD PATH	FAA AD 2009-14-06	AS IN AD & SB	AS IN AD & SB
61	DGCA/BOEING-777/ 61	TO PREVENT WEAR AND CORROSION AT THE FLAP SUPPORT JOINTS	FAA AD 2007-23-11	AS IN AD & SB	AS IN AD & SB
62	DGCA/BOEING-777/ 62	TO DETECT AND CORRECT A CRACKED ACTUATOR FITTING	FAA AD 2007-26-05	AS IN AD & SB	AS IN AD & SB
63	DGCA/BOEING-777/ 63	SSAD	----------	AS IN AD & SB	AS IN AD & SB
64	DGCA/BOEING-777/ 64R1	TO PREVENT POTENTIAL IGNITION SOURCES INSIDE FUEL TANKS,WHICH,IN COMBINATION WITH FLAMMABLE FUEL VAPOURS,COULD RESULT IN A FUEL TANK EXPLOSION & CONSEQUENT	FAA AD 2011-09-15	AS IN AD & SB	AS IN AD & SB

		LOSS OF THE AIRPLANE			
65	DGCA/BOEING-777/ 65	TO PREVENT THE INLINE FLOW INDICATORS OF THE PASSENGER OXYGEN MASKS FROM FRACTUARING AND SEPRATING	FAA AD 2008-12-05	AS IN AD & SB	AS IN AD & SB
66	DGCA/BOEING-777/ 66	TO PREVENT ETOPS OPERATION WITH INSUFFICIENT CARGO FIRE SUPPRESSION CAPABILITY	FAA AD 2008-14-11	AS IN AD & SB	AS IN AD & SB
67	DGCA/BOEING-777/ 67	TO DETECT AND CORRECT WRINKLES AND CRACKS IN CERTAIN EXTERNAL PANELS OF SECTION 48	FAA AD 2008-16-12	AS IN AD & SB	AS IN AD & SB
68	DGCA/BOEING-777/ 68	TO PREVENT ICE FROM ACCUMULATING IN THE MAIN TANK FUEL FEED SYSTEM WHICH WHEN RELEASED COULD RESULT IN A RESTRICTION IN THE ENGINE FUEL SYSTEM	FAA AD 2009 - 05 -11	AS IN AD & SB	AS IN AD & SB
69	DGCA/BOEING-777/ 69	TO PREVENT AN UNANNUNCIATED LOSS OF CABIN PRESSURE.IF AN UNDETECTED LOSS OF PRESSURE EVENT WERE TO CAUSE AN UNSAFE PRESSURE IN THE CABIN,THE FLIGHT CREW COULD BECOME INCAPACITATED	FAA AD 2009 - 02 - 05	AS IN AD & SB	AS IN AD & SB
70	DGCA/BOEING-777/ 70	TO DETECT & CORRECT SCRIBE LINES,WHICH CAN DEVELOP INTO FATIGUE CRACKS IN THE SKIN.UNDETECTED FATIGUE CRACKS CAN GROW & CAUSE SUDDEN DECOMPRESSION OF THE AIRPLANE	FAA AD 2009 - 24 -08	AS IN AD & SB	AS IN AD & SB
71	DGCA/BOEING-777/ 71	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 & SB	AS IN AD & SB
72	DGCA/BOEING-777/ 72	TO PREVENT INADVERTENT ENGAGEMENT OF THE AUTOPILOT DURING TAKE OFF ROLL,WHICH COULD RESULT IN REJECTED TAKE OFF AT ROTATION SPEED & PREVENT A LOWER THAN OPTIMAL CLIMB GRADIENT DURING TAKE OFF	FAA AD 2010-06-09	AS IN AD & SB	AS IN AD & SB
73	DGCA/BOEING-777/ 73	TO PREVENT LOSS OF LOWER WING SKIN LOAD PATH,WHICH COULD CAUSE CATASTROPHIC STRUCTURAL FAILURE OF THE WING	FAA AD 2010-13-03	AS IN AD & SB	AS IN AD & SB
74	DGCA/BOEING-777/ 74	TO PREVENT SMOKE & FIRE IN THE COCKPIT WHICH COULD LEAD TO LOSS OF VISIBILITY AND INJURIES TO OR INCAPACITATION OF THE FLIGHTCREW	FAA AD 2010-15-01	AS IN AD & SB	AS IN AD & SB
75	DGCA/BOEING-777/ 75	TO DETECT & CORRECT DAMAGE TO THE OUTBOARD SLAT MAIN TRACK SLAT CANS,WHICH CAN ALLOW FUEL LEAKAGE INTO THE FIXED WING LEADING EDGE	FAA AD 2010-14-13	AS IN AD & SB	AS IN AD & SB

76	DGCA/BOEING-777/ 76	TO PREVENT FAILURE OF DEFECTIVE FLIGHT DECK DOOR WHICH COULD JEOPARADIZE FLIGHT SAFETY	FAA AD 2008-01-01	AS IN AD & SB	AS IN AD & SB
77	DGCA/BOEING-777/ 77	TO PREVENT DAMAGE & POSSIBLE PUNCTURE OF THE OIL SCAVENGE TUBE & CONSEQUENT OIL LOSS,WHICH COULD RESULT IN AN IN FLIGHT SHUTDOWN OF THE ENGINE	FAA AD 2010-16-12	AS IN AD & SB	AS IN AD & SB
78	DGCA/BOEING-777/ 78	TO DETECT & CORRECT IMPROPERLY APPLIED SEALANT ,WHICH COULD RESULT IN THE DISBONDING AND DISPLACING OF SEALANT AND CONSEQUENT FUEL LEAKS.	FAA AD 2010-23-15	AS IN AD & SB	AS IN AD & SB
79	DGCA/BOEING-777/ 79	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 57: WINGS	FAA AD 2010-24-12	AS IN AD & SB	AS IN AD & SB
80	DGCA/BOEING-777/ 80	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 78: EXHAUST	FAA AD 2010-26-01	AS IN AD & SB	AS IN AD & SB
81	DGCA/BOEING-777/ 81	AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 55: STABILIZERS	FAA AD 2011-05-12	AS IN AD & SB	AS IN AD & SB
82	DGCA/BOEING-777/ 82	JOINT AIRCRAFT SYSTEM COMPONENT (JASC)/ AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 28: FUEL	FAA AD 2011-09-05	AS IN AD & SB	AS IN AD & SB
83	DGCA/BOEING-777/ 83	JOINT AIRCRAFT SYSTEM COMPONENT (JASC)/ AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 54: NACELLES/PYLONS	FAA AD 2011-09-11	AS IN AD & SB	AS IN AD & SB