

DGCA NO	SUBJECT	REFERENCE	COMPLIANCE	APPLICABILITY
DGCA/S76 C/01	TO PREVENT POSSIBLE FATIGUE FAILURE OF TAIL ROTOR COMPONENT WHICH COULD RESULT IN A REDUCTION OF DIRECTIONAL CONTROL	FAA AD 89-07-12	AS IN AD	AS IN AD
DGCA/S76 C/02	TO PREVENT SEPARATION OF THE FAIRING, DAMAGE TO THE TAIL ROTOR BLADES	FAA AD 99-19-30	AS IN AD	AS IN AD
DGCA/S76 C/03	TO PREVENT COLLAPSE OF LANDING GEAR BY DETECTING CORROSION OF THE THREADED JOINT IN THE ROD ASSEMBLY	FAA AD 2001-01-04	AS IN AD	AS IN AD
DGCA/S76 C/04	TO PREVENT MAIN ROTOR SHAFT CRACKS	FAA 2001-03-51	AS IN AD AND AS IN SB	AS IN AD AND AS IN SB
DGCA/S76 C/05	TO PREVENT FAILURE OF THE SHAFT	FAA 2001-10-06	AS IN AD	AS IN AD
DGCA/S76 C/06	TO PREVENT AN AHRS FAIL SIGNAL TO BOTH AUTOPILOTS	FAA 2001-25-06	AS IN AD	AS IN AD
DGCA/S76 C/07	TO DETECT INSTALLATION OF INCORRECT BOLTS OF SPINDLE ATTACHMENT	FAA 2002-21-07	AS IN AD	AS IN AD
DGCA/S76 C/08	TO PREVENT REDUCED BRAKING PERFORMANCE	FAA 2003-14-18	AS IN AD	AS IN AD
DGCA/S76 C/09	TO PREVENT BOTH AUTOPILOTS FROM DISENGAGING FOLLOWING A NO.2DC GENERATOR	FAA 2004-06-04	AS IN AD	AS IN AD
DGCA/S76 C/10	TO ENSURE PROPER OPERATION OF THE STANDBY ATTITUDE INDICATOR EMERGENCY POWER SYSTEM	ASB NO.76-34-10A	AS IN ASB	AS IN ASB
DGCA/S76 C/11	TO PREVENT FAILURE OF A BIFILAR LUG, DAMAGE TO THE MAIN ROTOR SYSTEM	FAA AD 2005-22-01	AS IN AD	AS IN AD
DGCA/S76 C/12	TO DETECT MAIN ROTOR SHAFT CRACKS	FAA AD 2007-11-05	AS IN AD	AS IN AD
DGCA/S76 C/13	TO PREVENT THE FLOATATION SYSTEM FROM DEPLOYING AND PREVENT THE HELICOPTER FROM STAYING AFLOAT LONG ENOUGH TO ENABLE EMERGENCY EVACUATION	FAA AD 2010-06-08	AS IN AD	AS IN AD
DGCA/S76 C/14	TO DETECT LEAKING IN A SERVO ACTUATOR WHICH COULD LEAD TO DEGRADED SERVO ACTUATOR PERFORMANCE AND SUBSEQUENT LOSS OF CONTROL OF THE HELICOPTER	FAA AD 2010-10-02	AS IN AD	AS IN AD
DGCA/S76 C/15	TO PREVENT MALFUNCTION OF THE AUTOPILOT, INABILITY TO RESET THE AUTOPILOTS, AN UNCOMMANDED ROLL, REDUCTION IN ROTORCRAFT FUNCTIONAL CAPABILITIES, INABILITY	FAA AD 2010-11-52	AS IN AD	AS IN AD
DGCA/S76 C/16	TO DETECT & CORRECT AN UNBALANCED OR OUT OF TRACK TAIL ROTOR WHICH COULD LEAD TO INCREASED VIBRATIONS, A FATIGUE CRACK, LOSS OF PORTION OF VERTICAL STAB	FAA AD 2010-17-16	AS IN AD	AS IN AD
DGCA/S76 C/17	TO IMPLEMENT OPERATING LIMITATIONS BASED ON AN ANOMALY IN THE AHRS RELATED TO THE 26 VOLT AC INVERTER THAT COULD RESULT IN DECOUPLING OF BOTH AUTOPILOTS	FAA AD 2010-26-09	AS IN AD	AS IN AD