

Chapter 15 NDT
Sheet 1
AL 5

MASTER SERVICING LIST
CANBERRA
2, 3, 4, 6, 7, 15, 17, 18, 19 & 22

AP101B-0400-5A1
Section 1
(2nd Ed)

| Sched Ident No | Item | Operation | Frequency (Weeks) | Marks Applicable | B/F | T/R | A/F | P | M | MJ | | Crit | Str Int |
|----------------------|--|---|---|----------------------------|--------------------------------|-----|-----|---|---|----|---|--------|---------|
| NOSE FUSELAGE - 02 | | | | | | | | | | | | | |
| 010212 | <u>Pressure Cabin</u> Navigators hatch supporting structure. | Servicing deleted by AL 4. | | | | | | | | | | | |
| 150201 | Navigators hatch supporting structure. | Examine and particularly for cracks. Technique No. Can/Eddy/17 (Introduced by SI/CAN/188C). | 250 | All | | | | | X | X | | | |
| CENTRE FUSELAGE - 03 | | | | | | | | | | | | | |
| 150301 | <u>Main Structure</u> Centresection forgings that have not been changed since manufacture. | Examine. Technique No. Can/Ult/4D. | 16 Weeks | 2,3,4,6,7,15, 17,18,19 | (Out of Phase (Special Check). | | | | | | C | Y | |
| | | | Heavy Landing or Excessive 'G' | | Out of Phase (SP 804). | | | | | | | | |
| | | Examine. Technique No. Can/Ult/18. (Introduced by SI/Can/169). | 16 Weeks | 2,3,4,6,7,15, 17,18,19 | Out of Phase (Special Check) | | | | | | C | Y | |
| | | Examine. Technique No. Can/Ult/5. (Introduce by SI/Can/108). | 32 Weeks | 2,3,4,6,7,15, 17,18,19. | Out of Phase (Special Check) | | | | | | | Y | |
| | | Examine. Technique No. Can/Ult/22. (Introduced by SI/Can/178). | 1000 250 Hours when detailed in F700. | 2,3,4,6,7,15, 17,18,19. | X Out of Phase (SP 817) | | | | | | | Y Y | |
| SMS/77/201/23 | | | | | | | | | | | | | |

| Sched Ident No | Item | Operation | Frequency | Marks Applicable | Servicing | | | | | | | | | | Crit | Str Int |
|-------------------|--|--|--|---------------------|-----------|-----|-----|---|---|----|--|---|--|--|------|---------|
| | | | | | B/F | T/R | A/F | P | M | MJ | | | | | | |
| 150302 | Centresection forgings that have been changed since manufacture. | Examine. Technique No. Can/Ult/5. (After Inspection Free Period 10 Years Expired). | 32 Weeks | All | | | | | | | | | | | | Y |
| | | Examine. Technique No. Can/Ult/13. (After Inspection Free Period 10 Years Expired). | 16 Weeks | | | | | | | | | | | | C | Y |
| | | | Heavy Landing or Excessive 'G' | All | | | | | | | | | | | | |
| | | Examine. Technique No. Can/Ult/18. (Introduced by SI/Can/169). (After Inspection Free Period 10 Years Expired). | 16 Weeks | All | | | | | | | | | | | C | Y |
| | | Examine. Technique No. Can/Ult/22. (Introduced by SI/Can/178). | 1000 | All | | | | | | | | X | | | | Y |
| | | | 250 Hours when detailed in F700 | All | | | | | | | | | | | | Y |
| 150303 | Longerons between Frames 21 and 31. (Pre Mod 5046 or 5063). | Examine. Technique No. Can/Edd/14C and Technique No. Can/Ult/26A (Introduced by SI/Can/187C). | 32 Weeks | All | | | | | | | | | | | | Y |
| | | | | | | | | | | | | | | | | |
| TAIL UNIT - 05 | | | | | | | | | | | | | | | | |
| | Variable Incidence Tailplane | | | | | | | | | | | | | | | |
| 150501 | Top spar boom. | Examine. Technique No. Can/Ult/27A. (Introduced by SI/Can/184A). | 16 Weeks | All | | | | | | | | | | | | Y |
| | | | | | | | | | | | | | | | | |
| SMA/77/207/CSA | | | | | | | | | | | | | | | | |

Continued

Chapter 15 NDT
Sheet 2
AL 6

MASTER SERVICING LIST
CANBERRA
2,3,4,6,7,15,17,18,19 & 22

AP101B-0400-5A1
Section 1
(2nd Ed)

| Sched Ident No | Item | Operation | Frequency | Marks Applicable | | | | | | | | | Crit | Str Int |
|------------------------|--|--|-----------|---------------------|-----|-----|-----|---|---|-----|---|--|------|---------|
| | | | | | B/F | T/R | A/F | P | M | M J | | | | |
| TAIL UNIT - 05 (Contd) | | | | | | | | | | | | | | |
| 150502 | <u>Variable Incidence Tailplane</u> Cantreseccion forging. | Examine. Technique No. Can/Edd/18. (Introduced by SI/Can/186). | 16 Weeks | All. | | | | | | | | | | Y |
| 150503 | <u>Fin</u> Top hinge attachment bracket bolts. | Examine. (Introduced by SI/Can/150). | 250 | All | | | | | | X | X | | | |
| 150504 | Fin spar root fittings. | Examine. Technique No. Can/Ult/25. (Introduced by SI/Can/183B). | 16 Weeks | All | | | | | | | | | C | Y |
| 150505 | <u>Port Elevator Spring Tab</u> Operating rod. | Servicing deleted by AL 6. | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| MAINPLANES - 06 | | | | | | | | | | | | | | |
| 150601 | <u>Port and Starboard Mainplanes</u> Upper mainspar boom. (Pre Repair Schemes ASD399, 405, 467, 544, 650). | Examine. Technique No. Can/Ult/8. (Introduced by SI/Can/130B). | 250 | All | | | | | | X | X | | | Y |
| SMS/77/282/23 | | | | | | | | | | | | | | |
| Continued overleaf | | | | | | | | | | | | | | |

| Sched Ident No | Item | Operation | Frequency | Marks Applicable | Servicing | | | | | | | | | |
|--------------------|---|---|-----------|---------------------|---|-----|-----|---|---|----|--|------|-----|-----|
| | | | | | B/F | T/R | A/F | P | M | M) | | Crit | Str | Int |
| 150602 | Mainplane upper and lower spar booms. | Examine. Technique No. Can/Ult/10. | 250 | All | | | | | X | X | | | | Y |
| 150603 | Inner mainplane diaphragm. (Pre Mod 3156 unrepaired). (Pre Mod 4706). | Examine. Technique No. Can/X.Rad/3A. (Introduced by SI/Can/136A). | | All | Initially at 20 Fatigue Index Units and subsequently at increments of 1 Fatigue Index Unit and whenever flying limitations exceeded. Out of Phase (SP803). | | | | | | | | | |
| 150604 | Inner mainplane diaphragm. (Pre Mod 3156 Post repair scheme AP101B-0400-6 Leaflet C3/17). (Pre Mod 4706). | Examine. Technique No. Can/X.Rad/3A. (Introduced by SI/Can/136A). | | All | Initially at 20 Fatigue Index Units since repair and subsequently at increments of 1 Fatigue Index Unit and whenever flying limitations exceeded. Out of Phase (SP803). | | | | | | | | | |
| 150605 | Inner mainplane diaphragm. (Pre Mod 3156 Post repair scheme AP101B-0400-6 Leaflet C3/19). (Pre Mod 4706). | Examine. Technique No. Can/X.Rad/3A. (Introduced by SI/Can/136A). | | All | Initially at 40 Fatigue Index Units since repair and subsequently at increments of 1 Fatigue Index Unit and whenever flying limitations exceeded. Out of Phase (SP803). | | | | | | | | | |
| 150606 | Inner mainplane diaphragm. (Post Mod Repair Scheme ASD/653). (Pre Mod 4706). | Examine. Technique No. Can/X.Rad/5. (Introduced by SI/Can/136A). | | All | Initially at 100 Flying hours since repair and subsequently at 150 and 200 flying hours since repair and whenever flying limitations are exceeded. Out of Phase (SP803). Note: Repair Scheme ASD/653 has life of 250 flying hours only. | | | | | | | | | |
| 150607 | Inner mainplane diaphragm. (Post Mod 3156 Unrepaired). (Pre Mod 4706). | Examine. Technique No. Can/X.Rad/3A. (Introduced by SI/Can/136A). | | All | Initially at 15 Fatigue Index Units since embodiment of modification and subsequently at increments of 1 Fatigue Index Unit and whenever flying limitations exceeded. Out of Phase (SP803). | | | | | | | | | |
| SMS/77/282/23A/STC | | | | | | | | | | | | | | |
| | | | | | Continued | | | | | | | | | |