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SMG/500416/5/DSM4(RAF)

Mr R E Ward
Director of Engineering
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The Airport
Cambridge
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5 June 1997

Dear Bob,

RAF TRISTAR AIRWORTHINESS RESPONSIBILITIES

References:

- A. Rew/109-96/JAR dated 24 Sep 96.
- B. LC/500416/5/DSM4(RAF) dated 9 May 96.
- C. LC/500416/5/DSM4(RAF) dated 18 Nov 96.
- D. MA231-97 dated 25 Feb 97.

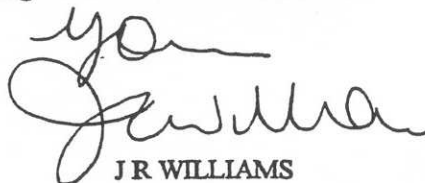
1. We agreed that the complex nature of the support arrangements demanded that the responsibilities of Marshall Aerospace of Cambridge Ltd (MA) were clearly defined and the exchange of correspondence (References A to D), together with some face to face discussions we aimed at achieving a clear statement of those responsibilities which was agreed by both parties.

2. As head of TriStar Engineering Authority, I have responsibility for the maintenance of the aircraft's airworthiness and structural integrity formally delegated to me by Chief Engineer(RAF). Lockheed are the Original Equipment Manufacturer (OEM) for the TriStar whilst, for the K Mk1 and KC Mk1 variants, MA are responsible for all aspects of the tanker conversion. It is clear therefore that both Lockheed and MA have a role to play in maintaining the airworthiness of the aircraft. Furthermore, both Companies along with the Support Authority (SA), SM55(RAF), need to work together in a cohesive and integrated manner.

3. MA support for the RAF TriStar is obtained via a Post Design Services (PDS) contract. This contract recognises that MA has built up a database founded on Technical Support Agreements with Lockheed which allow them to act in parallel to Lockheed and maintain

configuration control of the RAF fleet on my behalf. It also recognises that MA has sufficient expertise and familiarity with the design of the complete aircraft to enable it to act as the UK Company responsible for the design of the RAF TriStar aircraft. Thus MA are expected to be responsible for monitoring airworthiness and structural integrity, and are considered competent to undertake the tasks at Annex A deciding as necessary when the opinion of the OEM should be sought.

4. I believe that the foregoing, together with the terms of PDS contract, crystallise the support which I require of MA. However, you will recognise that the SA will need to seek advice, information or services direct from other agencies and contractors, including the OEM and the Defence Evaluation and Research Agency. Nevertheless, recognising your role in maintaining the airworthiness of the RAF TriStar fleet, I will ensure that you are kept fully in the picture and provided with all appropriate information. Equally, I would anticipate that you would bring to my attention any concerns you may have surrounding the airworthiness of RAF TriStar.



J R WILLIAMS
Director of Support
Management 4(RAF)

Annex:

A. RAF TriStar Airworthiness Tasks.

ANNEX A TO
SMG/500416/5/DSM4(RAF)
DATED June 97

RAF TRISTAR AIRWORTHINESS TASKS

1. The following RAF TriStar tasks may be undertaken by MA who are competent to decide when the opinion of the OEM should be sought:

- a. Non standard repairs on the complete aircraft.
- b. Approval of airworthiness statement on CA(PE) Form 100C.
- c. Review and acceptance of third party CA(PE) Form 100A.
- d. Raising of Flight Trials Certificate CA(PE) Form 50 and 50C.
- e. Approval of third party modifications and processing cover modifications.
- f. Assessment of third party modification for effect on airworthiness and processing of cover modifications.
- g. Assessment of third party repairs for "no technical objection" (NTO)
- h. Assessment of SEMs, SRIMs, STFs and processing cover modifications.
- j. Recommendations and advice in respect of SIs, STIs and PWIs.
- k. Monitoring and advice on necessary inspection schedules for the complete aircraft other than engines.
- l. Advice on Structural Integrity on the complete aircraft.

- m. Attendance at Structural Integrity Working Group (SWIG) meetings representing the complete aircraft.
- n. Assessment of usage in RAF service and advice on resulting continued airworthiness.
- p. Advice on Airworthiness and Operating Limitations for the complete aircraft, including despatch deviations.
- q. Maintenance and monitoring of continued technical validity of aircraft performance data base, for example F725 data.
- r. Advice on fatigue improvement modifications.
- s. Assessment of Service Bulletin thresholds.
- t. Configuration control and maintenance of the Master Record Index.
- u. Review and approval of proposed loadability changes.
- v. Technical assessment and monitoring of changes to Air Publications.