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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**Airtractor 800 Series Aeroplanes****AD/AT 800/5  
Amdt 1****Aft Fuselage Structure Upper Longeron****10/2004**

**Applicability:** Model AT 802 and AT-802A aircraft, serial numbers 0001 through 0139.

**Requirement:** 1. For Model AT-802 and AT-802A aircraft, serial numbers 0001 through 0004 and 0012 through 0118:

Inspect the upper longeron on the left hand side of the fuselage frame, just forward of the vertical fin front spar attachment, for cracks in accordance with Snow Engineering Co. Service Letter (SL) No. 217A, dated 10 November 2003, as specified in SL No. 195, re-issued 10 November 2003.

2. For Model AT-802 and AT-802A aircraft, serial numbers 0005 through 0011:

Inspect the upper longeron on the left hand side of the fuselage frame, just forward of the vertical fin front spar attachment, for cracks in accordance with SL No. 217A, dated 10 November 2003, as specified in SL No. 195, re-issued 10 November 2003.

3. For Model AT-802 and AT-802A aircraft, serial numbers 0119 through 0139:

Inspect the upper longeron on the left hand side of the fuselage frame, just forward of the vertical fin front spar attachment, for cracks in accordance with SL No. 217A, dated 10 November 2003, as specified in SL No. 195, re-issued 10 November 2003.

*Note: FAA AD 2004-15-15 Amdt 39-13749 refers.*

**Compliance:** 1. Initially inspect upon the accumulation of 250 total hours time in service or within the next 100 hours time in service after the last inspection required by the original issue of this Directive, whichever occurs later. Inspect thereafter at intervals not to exceed 100 hours time in service, until the upper longeron is replaced and modified in accordance with SL No. 217B, revised 10 November 2003.

## Airtractor 800 Series Aeroplanes

AD/AT 800/5 Amdt 1 (continued)

2. Initially inspect upon the accumulation of 900 total hours time in service or within the next 100 hours time in service after the last inspection required by the original issue of this Directive, whichever occurs later. Inspect thereafter at intervals not to exceed 100 hours time in service, until the upper longeron is replaced and modified in accordance with SL No. 217B, revised 10 November 2003.
3. Initially inspect upon the accumulation of 1,750 total hours time in service or within the next 100 hours time in service after the last inspection required by the original issue of this Directive, whichever occurs later. Inspect thereafter at intervals not to exceed 100 hours time in service, until the upper longeron is replaced and modified in accordance with SL No. 217B, revised 10 November 2003.

This Airworthiness Directive becomes effective on 30 September 2004.

**Background:** The FAA received reports of three occurrences of cracks found on the left hand upper longeron and upper diagonal support tubes where they intersect on the left side of the fuselage frame just forward of the vertical fin front spar attachment point, on Model AT-602 aircraft. The cracks were found by the pilot and/or ground crew when they noticed excessive movement of the empennage due to the loss of torsional rigidity.

Amendment 1 is issued in response to a new FAA AD, which changes the compliance times, and incorporates new and revised manufacturer service information that contains a terminating action for the repetitive inspection requirement.



David Villiers  
Delegate of the Civil Aviation Safety Authority

20 August 2004