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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 39.001(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 800/8****Hopper Rinse Tank Shelf Attachment****12/2006**

**Applicability:** Model AT-802 and AT-802A aircraft, serial numbers 802/802A-0001 through 802/802A-0219.

**Requirement:** 1. Inspect the three attach angles on the firewall mounted hopper rinse tank shelf for damage and/or cracks in accordance with Snow Engineering Co. Service Letter (SL) No. 248, dated 31 August 2005.

If damage and/or cracks are evident during any inspection, before further flight, replace all three attach angles with steel attach angles, part number 60568-3 (or FAA-approved equivalent part number), in accordance with SL No. 248.

2. Do not install aluminium attach angles on the hopper rinse tank shelf.

*Note 1: Replacement of aluminium attach angles with steel attach angles terminates the repetitive inspection requirement of this Directive.*

*Note 2: FAA AD 2006-20-10 Amdt 39-14779 refers.*

**Compliance:** 1. Within 100 hours time in service after 23 November 2006, and thereafter at intervals not to exceed 100 hours time in service until steel attach angles, part number 60568-3 (or FAA-approved equivalent part number), are installed.

2. As of 23 November 2006.

This Airworthiness Directive becomes effective on 23 November 2006.

**Background:** The FAA received a report of an uncommanded change in an aircraft's engine power setting. Investigation revealed the cause as failure of the attach angles and separation of the hopper rinse tank shelf from the firewall, which shifted the engine power cables.



David Villiers  
Delegate of the Civil Aviation Safety Authority

12 October 2006