

Airtractor 800 Series Aeroplanes

**AIRWORTHINESS DIRECTIVE**

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/AT 800/2 Amdt 3 and issues the following AD under subregulation 39.1 (1) of CAR 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.

**AD/AT 800/2**  
**Amdt 4**

**Airframe Life Limits**

**8/2001**  
**DM**

Applicability: All models AT-802 and AT-802A aeroplanes.

Requirement: Retire from service the airframe components listed in the Retirement Schedule below.

**RETIREMENT SCHEDULE**

| Component  | Part No. | Aircraft S/N   | Retirement Life (Flight Hours)                       |
|--|----------|----------------|--|
| Wing Attach Block on Lower Cap   | 20602-1  | All            | 6500 (See Note 1)                                    |
| Wing Attach Block on Lower Cap   | 20602-2  | All            | 6500 (See Note 1)                                    |
| Plate Assembly – Fin Front Spar Attach   | 30511-1  | 0001 thru 0041 | 4000 (See Note 2)                                    |
|  |          | 0042 and up    | 20000  |
| Spar Assembly – Fin Rear   | 30505-1  | 0001 thru 0041 | 4000 (See Note 2)                                    |
|  |          | 0042 and up    | 20000  |
| Spring - Main Landing Gear Leg (including the forward and aft main gear clamp block bolts and the inboard main gear large bolt). | 40091-2  | All            | 1000 hours or 2500 landings, whichever occurs first. |
| Spring - Main Landing Gear Leg (including the forward and aft main gear clamp block bolts and the inboard main gear large bolt). | 40091-3  | All            | 3000 hours or 8000 landings, whichever occurs first. |
| Spring – Tail Landing Gear   | 40092-5  | All            | 2500 hours or 7000 landings, whichever occurs first. |
| Spring – Tail Landing Gear   | 40092-6  | All            | 3000 hours or 8000 landings, whichever occurs first. |

Where the total number of landings during a period of service has not been recorded, three landings per one hour time in service must be assumed.

Compliance: Retire prior to exceeding the applicable time in service listed in the Retirement Schedule.

*Note 1: Splice block lives may be extended to 10000 hours on incorporation of Snow SL # 185 revised issue dated 9/3/99.*

*Note 2: Fin spar and attach plate lives may be extended to 20000 hours on incorporation of Snow SL # 187.*

*Note 3: The Type Certificate Data Sheet states that the lives are listed in the Maintenance Manual; however they are in fact listed in the Owners Manual.*

This Amendment becomes effective on 27 June 2001.

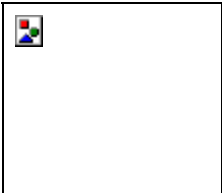
Background: Airframe component life limitations determined by the manufacturer have been published in the Airworthiness Limitations section of the Owners Manual. Amendment 1 included new and revised lives for some landing gear components. Amendment 2 implemented extended lives for wing and fin spar components and expressed tail gear spring lives in landings as well as hours, as for the MLG spring leg lives. This Amendment follows further information received from the manufacturer, and clarifies aircraft serial number applicability for the fin component lives. A part number error has also been corrected.

Amendment 4 is issued to delete the wing spar cap retirement lives from the retirement schedule; as the retirement lives are now contained in AD/AT 800/3.

Amendment 3 of this Airworthiness Directive became effective on 10 August 2000.

Amendment 2 of this Airworthiness Directive became effective on 13 July 2000.

The original issue of this Directive became applicable on 15 August 1996.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

21 June 2001