

Airworthiness Directive Schedule

Aeroplanes

Air Tractor AT-402B, AT-502B and AT-504

26 July 2012

- Notes**
1. This AD schedule is applicable to Air Tractor, Inc AT-402B, AT-502B and AT-504 aircraft manufactured under FAA Type Certificate Number A17SW.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

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DCA/AIRTRACT/1A Flap Actuator Over-Travel Stop - Replacement

Applicability: Models AT-300, AT-301, AT-302, AT-400, AT-400A, AT-401, AT-401A, AT-401B, AT-402, AT-402A, and AT-402B S/N 300-0001 through 401B-1063.

Models AT-501, AT-502, AT-502A, AT-502B, and AT-503A S/N 502-0001 through 502B-0500.

This AD is not applicable to aircraft that have a P/N 70975-1 flap actuator overtravel stop installed per Snow Engineering SL 165.

Requirement: To prevent interference between the flap pushrod and the aileron pushrod caused by the flap actuator overtravel nut disengaging, which could result in loss of aileron control, accomplish the following:-

Replace the existing flap actuator overtravel stop with a new one of improved design, P/N 70975-1 per Snow Engineering SL 165.

(FAA AD 98-25-01 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: DCA/AT/1 - 14 February 1997
DCA/AT/1A - 12 March 1999

DCA/AIRTRACT/2 Cancelled – Purpose Fulfilled**DCA/AIRTRACT/3 Cancelled – DCA/AIRTRACT/11 refers**

Effective Date: 1 June 2006

DCA/AIRTRACT/4 Cancelled – Purpose Fulfilled**DCA/AIRTRACT/5A Upper Longeron – Inspection**

Applicability: AT-401, AT-401B S/Ns 0716 through 1144.

AT-402, AT-402A, and AT-402B S/Ns 0716 through 1144

AT-501, AT-502, AT-502A, AT-502B, and AT-503A, S/Ns 0037 through 0658

AT-602 S/Ns 0337 through 0664 and

AT-802 and AT-802A, S/N 0001 through 0139.

Requirement: To prevent structural failure of the empennage, accomplish the following:

Inspect the upper longeron and upper diagonal tube on the left hand side of the fuselage frame, just forward of the vertical fin front spar attachment, for cracks as follows. If cracks are found, repair per the applicable manufacturer's repair scheme prior to further flight.

1. AT-401, AT-401B, S/Ns 0716 through 1144, inspect per Snow Engineering Co. Service Letter #218A, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify components per Snow Engineering Co. Service Letter #218B.

2. AT-402, AT-402A, and AT-402B, S/Ns 0716 through 1144, inspect per Snow Engineering Co. Service Letter #218A, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #218B.

3. AT-501, AT-502, AT -502B, and AT-503A, S/Ns 0037 through 0658, inspect following Snow Engineering Co. Service Letter #195B, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #195A,
4. AT-502A, S/Ns 0037 through 0658, inspect per Snow Engineering Co. Service Letter #195B, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #195A.
5. AT-602, S/Ns 0337 through 0661, inspect per Snow Engineering Co. Service Letter #213A, dated November 10, 2003, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #213B.
6. AT-602, S/Ns 0662 through 0664, inspect per Snow Engineering Co. Service Letter #213A, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #213B.
7. AT-802 and AT-802A, S/Ns 0001 through 0004 and 0012 through 0118, inspect per Snow Engineering Co. Service Letter #217A, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #217B.
8. AT-802 and AT-802A, S/Ns 0005 through 0011, inspect per Snow Engineering Co. Service Letter #217A, dated November 10, 2003, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #217B.
9. AT-802 and AT-802A, S/Ns 0119 through 0139, inspect per Snow Engineering Co. Service Letter #217A, as specified in Snow Engineering Co. Service Letter #195, reissued November 10, 2003. If cracked, replace and modify following Snow Engineering Co. Service Letter #217B.

(FAA AD 2004-15-15 refers)

Compliance:

1. Before accumulating 1250 total hours TIS or within the next 100 hours TIS, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper and diagonal longerons are replaced and modified.
2. Before accumulating 1,250 total hours TIS or within the next 100 hours TIS after the last inspection required by DCA/AIRTRACT/5, or AD 2002-19-10, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper and diagonal longerons are replaced and modified.
3. Before accumulating 4,800 total hours TIS or within the next 100 hours TIS after, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.
4. Before accumulating 2,800 total hours TIS or within the next 100 hours TIS, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.
5. Before accumulating 700 total hours TIS or within the next 100 hours TIS after the last inspection required by DCA/AIRTRACT/5, or AD 2002-19-10, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.

6. Before accumulating 1,750 total hours TIS or within the next 100 hours TIS after the last inspection required by DCA/AIRTRACT/5, or AD 2002-19-10, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.

7. Before accumulating 250 total hours TIS or within the next 100 hours TIS after the last inspection required by DCA/AIRTRACT/5, or AD 2002-19-10, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.

8. Before accumulating 900 total hours TIS or within the next 100 hours TIS after the last inspection required by DCA/AIRTRACT/5, or AD 2002-19-10, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.

9. Before accumulating 1,750 total hours TIS or within the next 100 hours TIS after the last inspection required by DCA/AIRTRACT/5, or AD 2002-19-10, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS until the upper longeron is replaced and modified.

Note: Replacement and modification of the upper and diagonal longeron (as applicable) at any time as a terminating action for the repetitive inspection requirement in this AD.

Effective Date: DCA/AIRTRACT/5 28 November 2002
DCA/AIRTRACT/5A 30 September 2004

DCA/AIRTRACT/6 Cancelled - DCA/AIRTRACT/13 refers

Effective Date: 21 December 2006

DCA/AIRTRACT/7 Overturn Skid Plate - Installation

Applicability: AT-250, AT-300, AT-301, AT-302, AT-400, AT- 400A, AT-401, AT-401A, AT-402, and AT- 402A, all S/N through 0829

AT-501, AT-502, and AT-502A, all S/N through 0147.

Requirement: To minimise the possibility of dirt or mud penetrating the cockpit in case of an aircraft overturn, install overturn skid plate, part number (P/N) 11411-1-500, or approved equivalent in accordance with Snow Engineering Company Service Letter #97, dated March 23, 1991, Revised October 3, 2000, and the applicable maintenance manual. FAA accident reports found that mud and dirt penetration into the cockpit could lead to pilot asphyxia or injury.

(FAA 2002-25-09 refers)

Compliance: By 30 Sept 2003

Effective Date: 30 January 2003

DCA/AIRTRACT/8 Fin Fitting – Inspection

Applicability:	AT-300, AT-400, and AT-400A	All S/N with a turbine engine and retrofitted with a 1/4inch thick aluminum vertical fin front spar fitting and an all-metal rudder.
	AT-401 and AT-401B	401-0737 through 401-1015 and 401B-0737 through 401B-1015 that have been converted to turbine engines
	AT-402, AT-402A, and AT-402B AT-501	402-0737 through 402B-1015. 501-0031 and subsequent that have been converted to turbine engines
	AT-502 and AT-502B	502-0031 through 502B-0398.

Requirement: To prevent failure of the vertical fin front spar fittings, which could result in failure of the rear spar fitting and loss of directional control of the aircraft, accomplish the following:

1. Inspect the vertical fin front spar fitting for cracks per Snow Engineering Co. SL #155, Revised November 27, 2002. If cracks are found, replace the vertical fin front spar fitting.
2. Modify the vertical fin front spar fitting by installing a steel doubler, per Snow Engineering Co. SL #155, Revised November 27, 2002.

(FAA AD 2003-07-04 refers)

Compliance:

1. Upon the accumulation of 2,000 hours TIS on the vertical fin front or spar fitting or within next 100 hours TIS whichever occurs later. If no cracks are found, repetitively inspect thereafter at intervals not to exceed 100 hours TIS.
2. Within the next 2,000 hours TIS. Installing the steel doubler is considered terminating action for the repetitive inspection requirements of this AD. The installation may be accomplished at any time provided the vertical fin front spar fitting is crack free.

Effective Date: 24 April 2003

DCA/AIRTRACT/9 Cancelled – DCA/AIRTRACT/16 refers

Effective Date: 31 July 2008

DCA/AIRTRACT/10 Horizontal Stabilizer Strut Eyebolts – Tightening and Replacement

Applicability: Model AT-300, AT-301, AT-302, AT-400 and AT-400A aircraft, all S/Ns
Model AT-401 and AT-402 aircraft, S/Ns all through 401-0700
Model AT-602 aircraft, S/Ns through 602-0695 that have 7/16-inch eyebolts fitted (P/N AN47-22A), model AT-602 aircraft, S/Ns 602-0703 onwards and all model AT-602 aircraft that have 9/16-inch eyebolts fitted (P/N 30774-1)

Requirement: To detect, correct, and prevent future fatigue failure in the eyebolts that attach the front and rear spar of the horizontal stabilizer to the respective stabilizer strut, which could lead to a complete loss of pitch control of the aircraft, accomplish the following:

1. Tighten the four eyebolts that attach the front and rear spar of the horizontal stabilizer to the respective stabilizer strut using the torque values per the Snow Engineering Co. Service Letter 129, revised October 21, 2004.
2. Replace the eyebolts that attach the front and rear spar of the horizontal stabilizer to the respective stabilizer strut per SL129.
3. For model AT-602 aircraft which have 7/16-inch eyebolts, replace the steel brace assembly inside the stabilizer with a new steel brace assembly with larger bushings and 9/16-inch eyebolts (P/N 30774-1), per Snow Engineering Co. Service Letter 129A. This modification increases the replacement time to 5000 hours TIS.
(FAA AD 2005-13-12 refers)

Note: Do not use eyebolts P/N AN44-17A or P/N AN44-21A (5/16-inch), eyebolts P/N AN47-22A (7/16-inch), or eye-bolts P/N 30774-1 (9/16-inch) that have exceeded the corresponding TTIS hours per the following compliance table of this AD.

- Compliance:**
1. Within the next 100 hours TIS or by 25 August 2006, whichever occurs first and thereafter at intervals not to exceed 12 calendar months.
 2. Upon accumulating the applicable number of hours TIS per the following compliance table or within 50 hours TIS, whichever occurs later, and thereafter at intervals not to exceed the hours TIS per the following table.

Models:	Eyebolt Part Numbers:	Replacement Time: (Hours TTIS)
AT-300 and AT-400 aircraft, S/Ns all through 401-0700.	AN44-17A and AN44-21A (5/16-inch)	1350 hours
AT-602 aircraft, S/Ns all through 602-0695.	AN47-22A (7/16-inch)	850 hours
AT-602 aircraft, S/N 602-0703 onwards and AT-602 aircraft modified per SL 129A.	30774-1 (9/16-inch)	5000 hours

3. At any time after the effective date of this AD, and thereafter at intervals not to exceed the hours TIS per the above compliance table.

Effective Date: 25 August 2005

DCA/AIRTRACT/11A Wing Lower Spar Cap – Inspection and Modification

Applicability: Models AT-400, AT-401, AT-401B, AT-402, AT-402A and AT-402B aircraft

Note 1: This AD amended to introduce revised inspection intervals for model AT-401B, AT-402A and AT-402B aircraft based on a revised damage tolerance analysis. This AD retains the requirements of DCA/AIRTRACT/11 and reduces the number of repetitive inspections for all affected model AT-401B and certain model AT-402A and AT-402B aircraft.

Requirement: To prevent failure of the wing lower spar cap due to possible fatigue cracks occurring before the originally established safe life is reached which could result in wing separation and loss of aircraft control, accomplish FAA AD 2006-08-08R1.
(FAA AD 2006-08-08R1 refers)

- Note 2:** Applications for an alternative means of compliance with DCA/AIRTRACT/11A may be made on CAA form 24039/01 in accordance with the AMOC which was included in AD 2006-08-08 and can be found in the docket at:
<http://www.regulations.gov/fdmspublic/>
- Note 3:** AMOCs approved for the repetitive inspection requirements of DCA/AIRTRACT/11 are approved for this AD until the scheduled modification date required by this AD.
- Compliance:** Compliance is required at the times specified in FAA AD 2006-08-08R1.
- Effective Date:** DCA/AIRTRACT/11 - 1 June 2006
DCA/AIRTRACT/11A - 5 May 2009

DCA/AIRTRACT/12 Vertical Stabilizer and Rudder – Inspection and Repair

- Applicability:** Model AT-502 and AT-502B aircraft, S/Ns 502/502B-0003 through 502/502B-2600
Model AT-502A aircraft, S/Ns 502A-0003 through 502A-2582
- Requirement:** To prevent failure of the vertical stabilizer and upper rudder hinge due to cracks and corrosion which may result in rudder failure adversely affecting the ability to control yaw and also possibility result in the rudder folding over the elevator and affecting the ability to control aircraft pitch, accomplish the following:
1. Inspect the rudder and vertical hinge attachment for loose fasteners and inspect the rudder and vertical fin skins, spars, hinges and brackets for cracks and corrosion per Snow Engineering Co. Service Letter (SL) No. 247.
- If any damage is found, replace damaged parts and install an upper rudder hinge external doubler, per the instructions in SL No. 247 and Snow Engineering Co. Process Specification Number 145, before further flight.
- Note 1:** The installation of an upper rudder hinge external doubler is a terminating action for the repetitive inspections of requirement 1.
2. Install an external doubler at the upper rudder hinge, per the instructions in SL No. 247 and Snow Engineering Co. Process Specification Number 145.
(FAA AD 2006-23-14 refers)
- Note 2:** Before installing a rudder ensure that an upper rudder hinge external doubler has been fitted per requirement 2.
- Compliance:**
1. Before accumulating 3500 hours TTIS or within the next 100 hours TIS, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS.
 2. Before accumulating 5000 hours TTIS or within the next 100 hours TIS, whichever occurs later, unless already accomplished.
- Effective Date:** 30 November 2006

DCA/AIRTRACT/13 Wing Lower Spar Cap – Revised Safe Life

- Applicability:** Model AT-501, AT-502, AT-502A, AT-502B and AT-503A aircraft.
- Requirement:** To prevent fatigue cracks from occurring in the wing lower spar cap, which if not detected and corrected, could result in the wing separating in flight, accomplish FAA AD 2006-24-10.
(FAA AD 2006-24-10 refers)
- Note 1:** A copy of FAA AD 2006-24-10 is available on the FAA web site at:
http://www.airweb.faa.gov/Regulatory_and_Guidance_Library

Note 2: This AD supersedes DCA/AIRTRACT/6. This AD retains the actions required in DCA/AIRTRACT/6. Additional aircraft models have been added to the applicability section and the safe life for new production aircraft and replacement spar caps has been extended.

Note 3: The alternative method of compliance detailed in appendix 2 of FAA AD 2006-24-10 may be accomplished, if applicable to the aircraft.

Compliance: Compliance is required at the times specified in FAA AD 2006-24-10.

Effective Date: 21 December 2006

DCA/AIRTRACT/14 Cancelled – DCA/AIRTRACT/19 refers

Effective Date: 25 June 2009

DCA/AIRTRACT/15 Cancelled – DCA/AIRTRACT/18 refers

Effective Date: 29 January 2009

DCA/AIRTRACT/16 Wing Spar Cap – Inspection and Replacement

Applicability: Model AT-300, AT-301, AT-302 and AT-400A aircraft, all S/N that have aluminum spar caps
Model AT-400 aircraft, S/N 400-0244 through to 400-0415 that have aluminum spar caps

Model AT-300 and AT-301 aircraft, all S/N that have aluminum spar caps and are, or have been converted to turbine power.

Note 1: This AD supersedes DCA/AIRTRACT/9 and adds a repetitive eddy current inspection.

Requirement: To detect and correct cracks in the wing centerline splice joint which if not detected and corrected could eventually result in an inflight wing separation, accomplish the following:

1. For all affected aircraft not fitted with steel web plates P/N 20990-1, 20990-2 or steel spar caps, eddy current inspect the left and right wing spar lower cap outboard holes for cracks per Snow Engineering Co. Process Specification 197, revised 4 June 2002.

If any cracks are found, replace the wing lower spar cap before further flight.

Note 2: For all affected model AT-300 and AT-301 aircraft fitted with reciprocating engines, the 450 hour repetitive inspection per requirement 1 of this AD is terminated once the wing spar center splice joint modification is embodied in accordance with note 3 of this AD, or when the wing lower spar caps are replaced. The replacement specified in requirement 3 of this AD is still applicable.

2. For all affected model AT-300 and AT-301 aircraft fitted with reciprocating engines that do not have the wing spar center splice joint modification embodied, replace the wing lower spar caps in accordance with the applicable maintenance manual.

Note 3: For all affected model AT-300 and AT-301 aircraft fitted with reciprocating engines and that do not have the wing spar center splice joint modification embodied, the safe life limit of the wing spar lower cap may be extended to 7000 hours TIS by embodying the wing spar center splice joint modification per Snow Engineering Co. Service Letter 55, revised October 23, 2002, or Snow Engineering Co. Service Letter 55, revised October 4, 2004, subject to the following requirements:

- a) This modification must be done no earlier than 4600 total hours TIS on the wing spar lower cap and no later than 5000 total hours TIS on the wing spar lower cap.
 - b) Immediately before incorporating the modification, accomplish an eddy-current inspection for cracks per Snow Engineering Co. Process Specification 197. If cracks are found, replace the wing lower spar cap before further flight.
 - c) After each replacement, inspect per requirement 1 of this AD until the wing spar center splice joint modification or until the wing spar lower cap is replaced.
3. For all affected model AT-300 and AT-301 aircraft fitted with reciprocating engines that do have the wing spar center splice joint modification embodied in accordance with Note 3 of this AD, replace the wing lower spar cap in accordance with the applicable maintenance manual.
 4. For all affected model AT-302, AT-400, and AT-400A aircraft and all affected model AT-300 and AT-301 aircraft fitted with aluminum spar caps that are or have been converted to turbine power, replace the wing lower spar caps in accordance with the applicable maintenance manual.

(FAA AD 2008-09-10 refers)

Compliance:

1. Before accumulating 3500 hours TIS on the wing spar lower cap, or within the next 10 hours TIS, whichever occurs later, unless already accomplished within the last 450 hours TIS, and thereafter at intervals not to exceed 450 hours TIS until the wing spar center splice joint modification, or until the wing spar lower cap is replaced.

After each replacement, initially inspect upon reaching 3500 hours TIS on either wing spar lower cap, and thereafter repetitively inspect at intervals not to exceed 450 hours TIS until the wing spar center splice joint modification, or until the wing spar lower cap is replaced.

2. Before accumulating 5000 hours TIS on either wing spar lower cap, or within the next 25 hours TIS, whichever occurs later, and thereafter at intervals not to exceed 5000 hours TIS.

After every replacement, inspect per requirement 1 of this AD until the wing spar center splice joint modification, or until the wing spar lower cap is replaced.

3. Before accumulating 7000 hours TIS on either wing spar lower cap, or within the next 25 hours TIS, whichever occurs later, and thereafter at intervals not to exceed 7000 hours TIS.

After every replacement, inspect per requirement 1 of this AD until the wing spar center splice joint modification, or until the wing spar lower cap is replaced.

4. Before accumulating 4450 hours TIS on either wing spar lower cap, or within the next 25 hours TIS, whichever occurs later, and thereafter at intervals not to exceed 4450 hours TIS.

After every replacement, inspect per requirement 1 of this AD until the wing spar lower cap is replaced.

Effective Date: 31 July 2008

DCA/AIRTRACT/17 Rudder Upper Hinge – Inspection and Modification

Applicability: Model AT-402, AT-402A and AT-402B aircraft, S/N 0694 through to 1176.

Requirement: To prevent failure of the upper rudder hinge and possible loss of aircraft control, accomplish the following:

1. Inspect the rudder and vertical fin skins, spars, hinges and brackets for cracks and/or corrosion, and inspect the rudder and vertical fin hinge attachment for loose fasteners per Snow Engineering Co. SL #247 revised 2 June 2008.

If any defects are found replace the damaged parts with new parts and install an external doubler at the upper rudder hinge per SL #247 and Snow Engineering Co. Process Specification #145, dated 6 December 1991 before further flight.

2. Install an external doubler at the upper rudder hinge per SL #247 and Process Specification #145.

3. A rudder which is not fitted with external doubler at the upper rudder hinge per SL #247 and Process Specification #145 shall not be fitted to any aircraft.

Note: The installation of an external doubler at the upper rudder hinge per SL #247 and Process Specification #145 is a terminating action to the repetitive inspections required by this AD.

(FAA AD 2008-21-08 refers)

Compliance: 1. At 3500 hours TTIS or within the next 100 hours TIS whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS.

2. At 5000 hours TTIS or within the next 100 hours TIS whichever occurs later.

3. From 27 November 2008.

Effective Date: 27 November 2008

DCA/AIRTRACT/18 Overturn Skid Plate – Inspection and Modification

Applicability: Model AT-250, AT-300, AT-301, AT-302, AT-400, AT-400A, AT-401, AT-401A, AT-402, AT-402A and AT-402B aircraft, S/N -0001 through to -1196, and

Model AT-401B aircraft, S/N -0952 through to -1196, and

Model AT-501, AT-502, AT-502A and AT-502B aircraft, S/N -0001 through to -2620, and

Model AT-602 aircraft, S/N -0337 through to -1153, and

Model AT-802A aircraft, S/N -0003 through to -0282.

Note: This AD supersedes DCA/AIRTRACT/15 with no change to the requirement. The applicability of this AD revised to include model AT-401B aircraft.

Requirement: To prevent the front and rear attachments of the overturn skid plate breaking, which could allow dirt, mud or foreign debris entering the cockpit with an aircraft overturn, accomplish the following:

1. If an overturn skid plate kit P/N 11411-1-500, or an approved equivalent P/N is already fitted, then embody modification kit P/N 11411-1-501, per Snow Engineering Co. Service Letter No. 97, revised 7 November 2007 or 19 September 2008.

2. If no overturn skid plate is fitted, then install overturn skid plate kit P/N 11411-1-502, or an approved equivalent P/N, per SL No. 97 revised 7 November 2007 or 19 September 2008.

3. For affected model AT-401B aircraft embody modification kit P/N 11411-1-501, per SL No. 97 revised 19 September 2008.

(FAA AD 2008-26-01 refers)

- Compliance:**
1. By 31 July 2009.
 2. By 31 July 2009.
 3. By 31 July 2009.

Effective Date: 29 January 2009

DCA/AIRTRACT/19 Engine Mount – Inspection and Modification

Applicability: Model AT-400, AT-400A, AT-402, AT-402A and AT-402B aircraft, S/N -0001 through to -1175
 Model AT-502, AT-502A, AT-502B and AT-503A aircraft, S/N -0001 through to -2597
 Model AT-602 aircraft, S/N -0001 through to -1141
 Model AT-802 and AT-802A aircraft, S/N 0001 through to 0227

Note: This AD supersedes DCA/AIRTRACT/14 and introduces repetitive inspections for aircraft with engine mounts fitted with gussets in accordance DCA/AIRTRACT/14 after a crack was recently found on a model AT-602 aircraft fitted with engine mount gussets.

Requirement: To prevent failure of the engine mounts due to cracks which could result in engine separation, accomplish the following:

Inspect the engine mount per the instructions in Snow Engineering Service (SL) No: 253, revision C, dated 17 April 2008 or later FAA approved revisions.

If any cracks are found, replace the engine mount, or repair the engine mount in accordance with a manufacturer approved repair instruction before further flight.

(FAA AD 2009-11-05 refers)

Compliance: For all model AT-400, AT-400A, AT-402, AT-402A, AT-402B, AT-502, AT-502B, and AT-503A aircraft:

For aircraft with less than 5000 hours TTIS: Within the next 12 months and thereafter at intervals not to exceed 12 months until 5000 hours TTIS.

For aircraft with 5000 or more hours TTIS: At 5000 hours TTIS, or within the next 10 hours TIS, or within the next 100 hours TIS since the last inspection whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS.

For model AT-502A, AT-602, AT-802 and AT-802A aircraft:

For aircraft with less than 5000 hours TTIS: Within the next 1300 hours TIS or within the next 100 hours TIS whichever occurs later and thereafter at intervals not to exceed 300 hours TIS.

For aircraft with 5000 or more hours TTIS: At 5000 hours TTIS, or within the next 10 hours TIS, or within the next 100 hours TIS since the last inspection whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 25 June 2009