DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A19SW
Revision 12
Air Tractor
AT-602
AT-802
AT-802A
May 19, 2020

TYPE CERTIFICATE DATA SHEET NO. A19SW

This data sheet, which is part of Type Certificate No. A19SW, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Air Tractor, Inc.
Olney, Texas 76374

I - Model AT-802A 1 PCLM (Restricted Category), Approved December 17, 1992

Engine: Pratt & Whitney PT6A-45R, PT6A-65AR, PT6A-65B, PT6A-65R, PT6A-65AG, PT6A-67R, PT6A-67AG, PT6A-67AF, or PT6A-67F.

Fuel: ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8.
For required use of anti-icing additives and emergency use of aviation gasoline per MIL-G-5572, refer to the FAA Approved Airplane Flight Manual.

Oil: MIL-L-7808, MIL-L-23699.

Engine Limits PT6A-45R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1173	3625		800 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1020	3150		800	104.0	1700	90 to 135	0 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			800	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		850 (20 sec)	104.0	1870	60 Min.	0 to 110
MAX Reverse	315	1000		800		1650	90 to 135	0 to 99

Engine Limits PT6A-65B

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1100	3625		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1100	3625		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65AR, PT6A-65R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1295	4000		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1173	3625		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65AG

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1295	4000		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	-40 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-67AG

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1350	4170		800 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		800	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Engine Limits PT6A-67AF

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400	835	855 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3825	820	840	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			765		1650	90 to 135	10 to 99

Engine Limits PT6A-67R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400	835	855 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770	820	840	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				755	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			765		1650	90 to 135	10 to 99

Engine Limits PT6A-67F

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400		870 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		870	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				760	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		910 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Propeller & Propeller Limits	FOR PT6A-45R, PT6A-65B, PT6A-65AR, PT6A-65R, or PT6A-65AG ENGINES: Hartzell HC-B5MP-3C/M10876AS or HC-B5MP-3C/M10876ANS Maximum dia. 111.0 inch, minimum dia. 110.7 inch Pitch settings, high 79.0°, low 16.5°, reverse -11.0° at 42 inch station. OR: Hartzell HC-B5MP-3F/M11276NS Maximum dia. 115.2 inch, minimum dia. 114.7 inch Pitch settings, high 83.1°, low 13.9°, reverse -10.0° at 42 inch station.
Propeller & Propeller Limits	FOR PT6A-67R, PT6A-67AF, PT6A-67AG, or PT6A-67F ENGINES: Hartzell HC-B5MA-3D/M11276 or HC-B5MA-3D/M11276N (Thru s/n 802A-0073) HC-B5MA-3D/M11276NS (s/n 802A-0074 & Subs.) SEE NOTE 5 Maximum dia. 115.2 inch, minimum dia. 114.7 inch Pitch settings, high 83.1°, low 13.9°, reverse -10.0° at 42-inch station. OR: Hartzell HC-B5MA-3D/M11691NS (s/n 802A-0003 & Subs.) Minimum diameter – 118.2 inch, Maximum diameter – 118.7 in. Pitch Settings, high 84.0º, low 13.9º, Reverse –10.0º at 42 inch station

Airspeed Limits (CAS)	VNE (Never Exceed)	227 mph (197 knots) below 12,500 lbs.
	*VNE (Never Exceed)	169 mph (147 knots) above 12,500 lbs.
	*VA (Maneuvering)	169 mph (147 knots)
	*VNO (Max. structural cruise)	169 mph (147 knots)
	**VNE (Never Exceed)	167 mph (145 knots) above 12,500 lbs.
	**VA (Maneuvering)	167 mph (145 knots)
	**VNO (Max. structural cruise)	167 mph (145 knots)
	VFE (Flap extended)	142 mph (123 knots)

*For s/n 802A-0003 thru 802A-0058
**For s/n 802A-0060 & subs.

C.G. Range	(+23.0) to (+27.0) at 15,000 lbs. (with PT6A-45R) (+23.0) to (+27.0) at 16,000 lbs. (with PT6A-65 or -67 series) (+23.0) to (+30.59) at 14,800 lbs. (with PT6A-65 or -67 series) (+23.0) to (+32.0) at 10,200 lbs. (with Swathmaster Spreader) (+23.0) to (+35.0) at 10,300 lbs. Straight-line variation between points.
Max Weight	15,000 lbs. (with PT6A-45R) in sprayer configuration 14,850 lbs. (with PT6A-45R) in duster configuration 15,000 lbs. (with PT6A-45R) in fire bomber configuration 15,200 lbs. (with PT6A-65 series) in duster configuration 16,000 lbs. (with PT6A-67 series) in duster configuration 16,000 lbs. (with PT6A-65 series or PT6A-67 series) in sprayer configuration 16,000 lbs. (with PT6A-65 series or PT6A-67 series) in fire bomber configuration 14,800 lbs. (with PT6A-65 series or PT6A-67 series) in aerial surveying/patrolling configuration
No. of Seats	1 (+84.0) 1 crew (+123.0) when optional crew seat is installed in accordance with Dwg. 11742
Max. Hopper Load	8,000 lbs. (+20.5) with PT6A-45R 8,800 lbs. (+20.5) with PT6A-65 series or PT6A-67 series

Fuel Capacity	256 gallons (+33.0)	(250 gal. usable capacity, one 127 gal. tank in each wing)
	308 gallons optional (+33.0)	(302 gal. usable capacity, one 153 gal. tank in each wing)
	380 gallons optional (+33.0)	(374 gal. usable capacity, one 189 gal. tank in each wing)

Oil Capacity	10.0 quarts, 6.0 quarts usable

Control Surface Movements	Elevator	Up	29° ± 1°	Down	15° ± 1°
	Elevator tab	Up	8° ± 1.5°	Down	11° ± 1.5°
	Rudder	Left	24° ± 1°	Right	24° ± 1°
	Aileron	Up	17° ± 1°	Down	13° ± 1°
	Flaps	---		Down	30° ± 1.5°

Serial Nos. Eligible

802A-0003 and subsequent.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required:

a. Operative pre-stall warning system (Dwg. 50130)
b. 24 volt electrical system
c. Slip indicator
d. Fire Extinguisher (Dwg 10564 or 11421)

Agricultural Dispersal Equipment

The following agricultural dispersal equipment may be installed:
None, or any of the following:

a. Dust spreader (Dwg. 80634 or 80697 or 80776)
b. Standard spray system (Dwg. 80472 or 80745)
c. Micronair spray system (Dwg. 80678)
d. Fire Gate spray system (Dwg. 80745)
e. Automatic flagger (Dwg. 80612)
f. Drift finder smoker (Dwg. 80610)
g. Crop Hawk, Micronair, Accuflo flowmeter (Dwg. 80472)
h. 48 extra nozzles (Dwg. 80037)
i. Night working lights (Dwg. 60382)
j. Hopper rinse system (dwg. 80900)
k. Foam tank (dwg. 80576)

Optional Equipment

The following items of optional equipment may be installed.
Other items of optional equipment may be approved but not listed here.

Conventional fire bomber gate and vent (Dwg. 81196)
Computerized fire bomber gate and vent (Dwg. 80540)
Air conditioning system (Dwg. 60414 or Dwg 60719)
Cockpit heater (Dwg. 51477)
Fuel flowmeter (Dwg. 60286 or 60585)
Attitude gyro (Dwg. 51625)
Turn coordinator (Dwg. 51625)
King COM or NAV/COM radio (Dwg. 60616)
Windshield washer (Dwg. 60439)
Windshield wiper (Dwg. 60177)
King transponder (Dwg. 60434)
King LMH 3142 radio (Dwg. 60436)
King DME (Dwg.60451)
King HSI/Slaved compass (Dwg. 60451)
King audio console (Dwg. 60451)
Loran-C (Dwg. 60451)
King Automatic direction finder (Dwg. 60724)
King Marker Beacon (Dwg. 60473)
Narco ELT (Dwg. 60554)
Dorne and Margolin ELT (Dwg. 60684)
Garmin GPS 150 (Dwg. 60619)
Trimble GPS (Dwg. 60978)
N.A.T. Audio Control Panel (Dwg. 60493)
King KN53 NAV (Dwg. 60453)
ACK ELT (dwg. 60617)
Public Address/Siren (dwg. 60922)
Directional Gyro (dwg. 51625)

S-Tec Autopilot (Dwg. 70656)
King KLX-135 GPS/COM (Dwg. 60939)
Vertical speed indicator (dwg. 51625)
King high frequency radio (Dwg. 61001)
King Radar altimeter (Dwg. 61004)
King GPS (Dwg. 60992)
Crew Seat (Dwg. 11742)
Garmin GMA 340 Audio Control (Dwg. 61155)
Garmin GNS 530 GPS NAV COM (Dwg. 61163)
Garmin GNS 430 GPS NAV COM (Dwg. 61161)
Garmin GNC 250XL GPS COM (Dwg. 61159)
Garmin GTX 327 Transponder (Dwg. 61157)
King KRA 405B Radar Altimeter (Dwg. 61196)
Engine Fire Detection System (Dwg. 52260)
Fuel Control Override System (Dwg. 70640)
Garmin/Apollo SL40 Com radio (Dwg. 61339)
Ram Air Engine Inlet (Dwg 51208)
Light Package (Dwg 60038).
Auxiliary Fuselage Fuel System (Dwg 52940) (for Aerial Surveying/Patrolling configuration)
Electronics International MVP-50T Engine Monitor Installation (drawing 53160 – alternate to 51625 standard instrument installation)
Amsafe Inflatable Restraints (Dwg 11068)
Dispersal Monitoring System (Dwg 81926)
Reabe Hopper Gauge System (Dwg 82060)
Retractable Firewall Mount (Dwg 13874)
Optional Engine Power Quadrant (Dwg. 70567)

Certification Basis

FAR 23, dated February 1, 1965, through Amendment 23-42, effective February 4, 1991 with the following sections below being defined as appropriate or inappropriate for the special purpose use of agricultural spraying, dusting, and seeding and for the special purpose use of forest and wildlife conservation (fire fighting) per FAR 21.25 (b)(1) and 21.25(b)(2); including the special purpose of Drug Eradication in accordance with FAR 21.25(b)(7) for the application of herbicides.

Additionally, the airplane may be operated under the special purposes of aerial surveying per FAR 21.25(b)(3) and patrolling per FAR 21.25(b)(4) with the following restrictions to meet the requirements of FAR 36 Appendix G, Amendment 36-28:

1) Maximum takeoff weight of 14,800 lbs
2) No installed engine with less than 1,295 SHP at takeoff. Acceptable engines are:
    a) PT6A-65AG
    b) PT6A-65AR
    c) PT6A-65R
    d) PT6A-67AG
    e) PT6A-67AF
    f) PT6A-67R
    g) PT6A-67F
3) No agricultural spray or granular dispersal equipment installed, consisting of:
    a) Spray booms (Dwg 80647)
    b) Spray plumbing (Dwg 80643 or 81321)
    c) Fan-operated spray pump (Dwg 80635, 81199, or 80745)
    d) Spreader (Dwg 80776, 80634, or 80697)

At Maximum Weight: Defined as the maximum restricted category gross weight the airplane is to be operated and includes at least full fuel, full operating liquids, crew, baggage, and full hopper.
Appropriate FAR 23 Requirements:
23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, All of Subpart C - Structures, 23.629, 23. 721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

Serial numbers 802A-0003 thru 802A-0083 do comply with 23.629(f).

	At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight (above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25(a)(1). Inappropriate FAR 23 Requirements: 23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.629(f)(1), 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).
	Exemption No. 5574 [23.49 (b) (1)] 61 knot stall speed
	Equivalent Safety Finding to FAR 23.562, dated September 14, 1992
	Equivalent Safety Finding to FAR 23.677 (a), dated March 23, 1999
	Equivalent Level of Safety to FAR 23.1093(b), dated December 7, 1992
Datum	Wing Leading edge
Leveling	Top of left hand main landing gear leg 5° tail down
Baggage	One baggage compartment at (+105). Max capacity 60 lbs.
Production Basis	PC2SW
Export Eligibility	Aircraft will be eligible for issuance of an Export Certificate of Airworthiness subject to compliance with FAR Part 21.
NOTE 1	FAA approved Airplane Flight Manual dated December 17, 1992, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).
NOTE 2	All placards required by either FAA Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the aircraft.
NOTE 3	Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual
NOTE 4	The placard “FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED” may be deleted when Lightning-Safe modifications have been incorporated in accordance with drawing 11615.
NOTE 5	AT-802A aircraft prior to s/n 802A-0074 with PT6A-67R, PT6A-67AF, or PT6A-67AG engines installed that have been retrofitted with the p/n 50821-32 side-thrust engine mount must use the Hartzell p/n HC-B5MA-3D/M11276NS propeller.

II - Model AT-802 2 PCLM (Restricted Category) Approved April 27, 1993

Engine	Pratt & Whitney PT6A-45R, PT6A-65AR, PT6A-65B, PT6A-65R, PT6A-65AG, PT6A-67R, PT6A-67AG, PT6A-67AF, or PT6A-67F
Fuel	ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8 For required use of anti-icing additives and emergency use of aviation gasoline per MIL-G-5572, refer to the FAA Approved Airplane Flight Manual.
Oil	MIL-L-7808, MIL-L-23699

Engine Limits PT6A-45R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1173	3625		800 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1020	3150		800	104.0	1700	90 to 135	0 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			800	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		850 (20 sec)	104.0	1870		
MAX Reverse	315	1000		800		1650	90 to 135	0 to 99

Engine Limits PT6A-65AR, PT6A-65R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1295	4000		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1173	3625		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65AG

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1295	4000		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	-40 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65B

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1100	3625		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1100	3625		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-67R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400	835	855 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770	820	840	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				755	58		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			765		1650	90 to 135	10 to 99

Engine Limits PT6A-67AG

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1350	4170		800 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		800	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Engine Limits PT6A-67AF

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT °C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400		855 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3825		840	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			765		1650	90 to 135	10 to 99

Engine Limits PT6A-67F

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400		870 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		870	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				760	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		910 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Propeller & Propeller Limits

FOR PT6A-45R, PT6A-65B, PT6A-65AR, PT6A-65R, or PT6A-65AG ENGINES:
Hartzell HC-B5MP-3C/M10876AS or HC-B5MP-3C/M10876ANS
Maximum dia. 111.0 inch, minimum dia. 110.7 inch
Pitch settings, high 79.0°, low 16.5°, reverse -11.0° at 42 inch station.
OR:
Hartzell HC-B5MP-3F/M11276NS
Maximum dia. 115.2 inch, minimum dia. 114.7 inch
Pitch settings, high 83.1°, low 13.9° , reverse -10.0° at 42 inch station.

Propeller & Propeller Limits

FOR PT6A-67R, PT6A-67AF, PT6A-67AG, or PT6A-67F ENGINES:
Hartzell HC-B5MA-3D/M11276 or HC-B5MA-3D/M11276N (Thru s/n 802-0076)
Hartzell HC-B5MA-3D/M11276NS (s/n 802-0078 & Subs.) See Note 5
Maximum dia. 115.2 inch, minimum dia. 114.7 inch
Pitch settings, high 83.1°, low 13.9° , reverse -10.0° at 42 inch station.
OR
Hartzell HC-B5MA-3D/M11691NS (s/n 802-0001 & subs.)
Minimum diameter – 118.2 in, Maximum diameter – 118.7 in
Pitch settings, high 84.0º, low 13.9º, reverse –10.0º at 42 inch station

Airspeed Limits (CAS)	VNE (Never Exceed)	227 mph (197 knots) below 12,500 lbs.
	*VNE (Never Exceed)	169 mph (147 knots) above 12,500 lbs.
	*VA (Maneuvering)	169 mph (147 knots)
	*VNO (Max. structural cruise)	169 mph (147 knots)
	**VNE (Never Exceed)	167 mph (145 knots) above 12,500 lbs.
	**VA (Maneuvering)	167 mph (145 knots)
	**VNO (Max. structural cruise)	167 mph (145 knots)
	VFE (Flap extended)	142 mph (123 knots)

*For s/n 802-0001 thru 802-0059
**For s/n 802-0064 & subs.

C.G. Range
(+23.0) to (+27.0) at 15,000 lbs. (with PT6A-45R)
(+23.0) to (+27.0) at 16,000 lbs. (with PT6A-65 or -67 series)
(+23.0) to (+30.59) at 14,800 lbs. (with PT6A-65 or -67 series)
(+23.0) to (+32.0) at 10,200 lbs. (with Swathmaster Spreader)
(+23.0) to (+35.0) at 10,300 lbs.
Straight line variation between points.

Max Weight
15,000 lbs. (with PT6A-45R) in sprayer configuration
14,850 lbs. (with PT6A-45R) in duster configuration
16,000 lbs. (with PT6A-65 series or PT6A-67 series) in sprayer configuration
15,200 lbs. (with PT6A-65 series or PT6A-67 series) in duster configuration
16,000 lbs. (with PT6A-65 series or PT6A-67 series) in fire bomber configuration
15,000 lbs. (with PT6A-45R) in fire bomber configuration
14,800 lbs. (with PT6A-65 series or PT6A-67 series) in aerial surveying/patrolling configuration

No. of Seats
1 at (+84), 1 at (+123)

Max. Hopper Load
8,000 lbs. (+20.5) with PT6A-45R
8,800 lbs. (+20.5) with PT6A-65 series or PT6A-67 series

Fuel Capacity	256 gallons (+33.0)	(250 gal. usable capacity, one 127 gal. tank in each wing)
	308 gallons optional (+33.0)	(302 gal. usable capacity, one 153 gal. tank in each wing)
	380 gallons optional (+33.0)	(374 gal. usable capacity, one 189 gal. tank in each wing)

Oil Capacity
10.0 quarts, 6.0 quarts usable

Control Surface Movements	Elevator	Up	29° ± 1°	Down	15° ± 1°
	Elevator tab	Up	8° ± 1.5°	Down	11° ± 1.5°
	Rudder	Left	24° ± 1°	Right	24° ± 1°
	Aileron	Up	17° ± 1°	Down	13° ± 1°
	Flaps		---	Down	30° ± 1.5°

Serial Nos. Eligible
802-0001 and subsequent.

Equipment
The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required:
a. Operative pre-stall warning system (Dwg. 50130)
b. 24 volt electrical system
c. Slip indicator
d. Fire Extinguisher (Dwg. 10564 or 11421)

Agricultural Dispersal Equipment
The following agricultural dispersal equipment may be installed:
None, or any of the following:

a. Dust spreader (Dwg. 80634 or 80697 or 80776)
b. Standard spray system (Dwg. 80472 or 80745)
c. Micronair spray system (Dwg. 80678)
d. Fire gate spray system (Dwg. 80745)
e. Automatic flagger (Dwg. 80612)

f. Drift finder smoker (Dwg. 80610)
g. Crop Hawk, Micronair, Accuflo flowmeter (Dwg. 80472)
h. 48 extra nozzles (Dwg. 80037)
i. Night working lights (Dwg. 60382)
j. Hopper rinse system (dwg. 80900)
k. Foam tank (dwg. 80576)

Optional Equipment

The following items of optional equipment may be installed.
Other items of optional equipment may be approved but not listed here.

Conventional fire bomber gate and vent (Dwg. 81196)
Computerized fire bomber gate and vent (Dwg. 80540)
Air conditioning system (Dwg. 60414 or Dwg. 60719)
Cockpit heater (Dwg. 51477)
Fuel flowmeter (Dwg. 60286 or 60499)
Attitude gyro (Dwg. 51625)
Turn coordinator (Dwg. 51625)
King COM or NAV/COM radio (Dwg. 60616)
Windshield washer (Dwg. 60439)
Windshield wiper (Dwg. 60296)
King transponder (Dwg. 60434)
King LMH 3142 radio (Dwg. 60436)
King DME (Dwg.60451)
King HSI/Slaved compass (Dwg. 60451)
King audio console (Dwg. 60451)
Loran-C (Dwg. 60451)
King - Automatic direction finder (Dwg. 60724)
Garmin GPS 150 (Dwg. 60619)
Trimble GPS (Dwg. 60978)
N.A.T. Audio Control Panel (Dwg. 60493)
King KN53 NAV (Dwg. 60453)
S-Tec Autopilot (dwg. 70656)
King KLX-135 GPS/COM (dwg. 60939)
ACK ELT (dwg. 60617)
Narco ELT (Dwg. 60554)
Dorne & Margolin ELT (Dwg. 60684)
Public Address/Siren (dwg. 60922)
Directional Gyro (dwg. 51625)
Vertical Speed indicator (dwg. 51625)
King high frequency radio (Dwg. 61001)
King radar Altimeter (Dwg. 61004)
King GPS (Dwg. 60992)
King Marker beacon (Dwg. 60473)
Garmin GMA 340 Audio Control (Dwg. 61155)
Garmin GNS 530 GPS NAV COM (Dwg. 61163)
Garmin GNS 430 GPS NAV COM (Dwg. 61161)
Garmin GNC 250XL GPS COM (Dwg. 61159)
Garmin GTX 327 Transponder (Dwg. 61157)
King KRA 405B Radar Altimeter (Dwg. 61196)
Engine Fire Detection System (Dwg. 52260)
Garmin/Apollo SL40 Com Radio (Dwg. 61339)
FCU Override System (70640)
Light Package (Dwg. 60038)
Ram Air Engine Inlet (Dwg. 51208)
Auxiliary Fuselage Fuel System (Dwg 52940) (for Aerial Surveying/Patrolling configuration)
Electronics International MVP-50T Engine Monitor Installation (drawing 53160 – alternate to 51625 standard instrument installation)
Amsafe Inflatable Restraints (Dwg 11068)
Dispersal Monitoring System (Dwg 81926)
Reabe Hopper Gauge System (Dwg 82060)
Retractable Firewall Mount (Dwg 13874)
Armor Installation (Dwg. 12032)

Forward Avionics Console (Dwg. 62104)
Aft Avionics Console (Dwg. 62105)
Ballistic Glass Split Doors (Dwg. 11984)
Dual Engine Starter and Ignitor Switches (Dwg. 60408)
Dual Fuel Shutoff Valve Controls (Dwg. 53328)
Dual Fuselage Fuel Valve Controls (Dwg. 71440)
Dual Parking Brake Controls (Dwg. 40108)
Dual Trim Controls (Dwg. 70556)
Externally Mounted Tow Bar (Dwg. 40162)
Optional Engine Power Quadrant (Dwg. 70567)

Certification Basis

FAR 23, dated February 1, 1965, through Amendment 23-42, effective February 4, 1991 with the following sections below being defined as appropriate or inappropriate for the special purpose use of agricultural spraying, dusting, and seeding and for the special purpose use of forest and wildlife conservation (fire fighting) per FAR 21.25 (b)(1) and 21.25(b)(2); including the special purpose of Drug Eradication in accordance with FAR 21.25(b)(7) for the application of herbicides.

Additionally, the airplane may be operated under the special purposes of aerial surveying per FAR 21.25(b)(3) and patrolling per FAR 21.25(b)(4) with the following restrictions to meet the requirements of FAR 36 Appendix G, Amendment 36-28:

1) Maximum takeoff weight of 14,800 lbs
2) No installed engine with less than 1,295 SHP at takeoff. Acceptable engines are:
    a) PT6A-65AG
    b) PT6A-65AR
    c) PT6A-65R
    d) PT6A-67AG
    e) PT6A-67AF
    f) PT6A-67R
    g) PT6A-67F
3) No agricultural spray or granular dispersal equipment installed, consisting of:
    a) Spray booms (Dwg 80647)
    b) Spray plumbing (Dwg 80643 or 81321)
    c) Fan-operated spray pump (Dwg 80635, 81199, or 80745)
    d) Spreader (Dwg 80776, 80634, or 80697)

At Maximum Weight: Defined as the maximum restricted category gross weight the airplane is to be operated and includes at least full fuel, full operating liquids, crew, baggage, and full hopper.
Appropriate FAR 23 Requirements:
23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, All of Subpart C - Structures, 23.629, 23.721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

Serial numbers 802-0001 thru 802-0082 do comply with 23.629(f).

At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight(above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25(a)(1).

Inappropriate FAR 23 Requirements:
23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.629(f)(1), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

Exemption No. 5574 [23.49 (b) (1)] 61 knot stall speed

Equivalent Safety Finding to FAR 23.562, dated September 14, 1992

Equivalent Safety Finding to FAR 23.677 (a), dated March 23, 1999

Equivalent Level of Safety to FAR 23.1093(b), dated December 7, 1992

Datum

Wing Leading edge

Leveling Means	Top of lefthand main landing gear leg 5° tail down
Baggage	One baggage compartment at (+105). Max capacity 60 lbs.
Production Basis	PC2SW
Export Eligibility	Aircraft will be eligible for issuance of an Export Certificate of Airworthiness subject to compliance with FAR Part 21.
NOTE 1	FAA approved Airplane Flight Manual dated April 27, 1993, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).
NOTE 2	All placards required by either FAA Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the aircraft.
NOTE 3	Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual
NOTE 4	The placard “FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED” may be deleted when Lightning-Safe modifications have been incorporated in accordance with drawing 11615.
NOTE 5	AT-802 aircraft prior to s/n 802-0078 with PT6A-67R, PT6A-67AF, or PT6A-67AG engines installed that have been retrofitted with the p/n 50821-32 side-thrust engine mount must use the Hartzell p/n HC-B5MA-3D/M11276NS propeller.
NOTE 6	Aircraft s/n 802-4001 and subsequent have wings and fuselage frames that are configured for planned future modifications.

III - Model AT-602 1 PCLM (Restricted Category), Approved June 6, 1996

Engine — Pratt & Whitney PT6A-45R, PT6A-45A, PT6A-45B, PT6A-60AG, PT6A-65AR, PT6A-65B, PT6A-65R, or PT6A-65AG.

Fuel — ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8.
For required use of anti-icing additives and emergency use of aviation gasoline per MIL-G-5572, refer to the FAA Approved Airplane Flight Manual.

Oil — MIL-L-7808, MIL-L-23699.

Engine Limits PT6A-45R, PT6A-45A, PT6A-45B

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1050	3245		800 (5 min)	104.0	1700	100* to 135	10 to 99
MAX. Continuous	1020	3150		800	104.0	1700	100* to 135	0 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			800	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		850 (20 sec)	104.0	1870	60 Min.	0 to 110
MAX Reverse	900	1000		800		1650	100* to 135	0 to 99

* - PT6A-45R minimum oil pressure is 90 PSIG.

Engine Limits PT6A-60AG

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1050	3245		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1020	3150		775	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min.	-40 to 99
Starting			800	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		850 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Engine Limits PT6A-65AR, PT6A-65R

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1050	3245		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1050	3245		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65B

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1050	3245		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1050	3245		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65AG

Power Setting	SHP	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1050	3245		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1050	3245		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	-40 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Propeller & Propeller Limits

FOR PT6A-45R, PT6A-45A, PT6A-45B, or PT6A-60AG ENGINES:

Hartzell HC-B5MP-3C/M10876AS or HC-B5MP-3C/M10876ANS

Maximum dia. 111.2 inch, minimum dia. 110.7 inch

Pitch settings, high 79.0°, low 16.5°, reverse -11.0° at 42 inch station.

Propeller & Propeller Limits	<u>FOR PT6A-65AR, PT6A-65B, PT6A-65R, or PT6A-65AG ENGINES:</u> Hartzell HC-B5MP-3C/M10876AS or HC-B5MP-3C/M10876ANS Maximum dia. 111.2 inch, minimum dia. 110.7 inch Pitch settings, high 79.0°, low 16.5°, reverse -11.0° at 42 inch station. OR: Hartzell HC-B5MP-3F/M11276NS Maximum dia. 115.2 inch, minimum dia. 114.7 inch Pitch settings, high 83.1°, low 13.9°, reverse -10.0° at 42 inch station.				
Airspeed Limits (CAS)	VNE (Never Exceed)	218 mph (189 knots) below 9,200 lbs.			
	VNE (Never Exceed)	162 mph (141 knots) above 9,200 lbs.			
	VA (Maneuvering)	162 mph (141 knots)			
	VNO (Max. structural cruise)	162 mph (141 knots)			
	VFE (Flap extended)	130 mph (113 knots)			
C.G. Range	(+17.5) to (+24.0) at 12,500 lbs. (+17.5) to (+24.0) at 12,000 lbs. (+17.5) to (+24.9) at 11,750 lbs. (+17.5) to (+29.5) at 7,700 lbs.				
Max Weight (Takeoff)	12,500 lbs.				
Max Weight (Landing)	12,000 lbs.				
No. of Seats	1 at (+74.0), 1 at (+107.0) when optional crew seat installed per dwg. 11524-40				
Max. Hopper Load	6,500 lbs. (+16.0)				
Fuel Capacity	218 gallons (+33.0)	(212 gal. usable capacity, one 108 gal. tank in each wing)			
	236 gallons optional (+33.0)	(230 gal. usable capacity, one 117 gal. tank in each wing)			
	292 gallons optional (+33.0)	(286 gal. usable capacity, one 189 gal. tank in each wing)			
Oil Capacity	10.0 quarts, 6.0 quarts usable				
Control Surface Movements	Elevator	Up	29° ± 1°	Down	16° ± 1°
	Elevator tab	Up	11° ± 1.5°	Down	9° ± 1.5°
	Rudder	Left	20° ± 0/-1°	Right	19° ± 0/-1°
	Aileron	Up	19° ± 1°	Down	14° ± 1°
	Flaps	---		Down	28° ± 1.5°
	Aileron droop with full flaps 9° ± 1°				
Serial Nos. Eligible	602-0337 and subsequent				
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130) b. 24 volt electrical system c. Slip indicator d. Fire Extinguisher (Dwg. 10564 or 11421)				
Agricultural Dispersal Equipment	The following agricultural dispersal equipment may be installed: None, or any of the following: a. Dust spreader (Dwg. 80634 or 80697) b. Standard spray system (Dwg. 80990) c. Micronair spray system (Dwg. 80990) d. Automatic flagger (Dwg. 80612) e. Drift finder smoker (Dwg. 80610)				

f. Crop Hawk, Micronair, Accuflo flowmeter (Dwg. 80990)
g. 48 extra nozzles (Dwg. 80037)
h. Night working lights (Dwg. 60956)
i. Hopper rinse system (dwg. 80707)

Optional Equipment

The following items of optional equipment may be installed.
Other items of optional equipment may be approved but not listed here.

Conventional fire bomber gate and vent (Dwg. 80343)
Air conditioning system (Dwg. 60740)
Cockpit heater (Dwg. 51477)
Fuel flowmeter (Dwg. 60286)
Commercial Band Radio (Dwg. 60436)
Vertical speed indicator (Dwg. 51625)
Loader Seat (Dwg. 11524)
Attitude gyro (Dwg. 51625)
Turn coordinator (Dwg. 51625)
King COM or NAV/COM radio (Dwg. 60616)
Windshield washer (Dwg. 80216)
Windshield wiper (Dwg. 60177)
King transponder (Dwg. 60434)
King audio console (Dwg. 60451)
Automatic direction finder (Dwg. 60724)
Garmin GPS 150 (Dwg. 60619)
King KLX-135 GPS/COM (Dwg. 60939)
Directional Gyro (Dwg. 51625)
ACK ELT (dwg. 60617)
Strobe, Panel, flap lights (Dwg. 60004)
FCU Override System (Dwg. 70640)
Light Package (Dwg. 60038)
Garmin/Apollo SL40 Com Radio (Dwg. 70640)
Ram Air Engine Inlet (Dwg. 50825)
Electronics International MVP-50T Engine Monitor Installation (Drawing 53159 – alternate to 51625 standard instrument installation)
Amsafe Inflatable Restraints (Dwg 11068)
Dispersal Monitoring System (Dwg 81926)
Reabe Hopper Gauge System (Dwg 82060)
Optional Engine Power Quadrant (Dwg. 70622)

Certification Basis

FAR 23, dated February 1, 1965, through Amendment 23-42, effective February 4, 1991
with the following sections below being defined as appropriate or inappropriate for the special purpose use of agricultural spraying, dusting, and seeding and for the special purpose use of forest and wildlife conservation (fire fighting) per FAR 21.25 (b)(1) and 21.25(b)(2); including the special purpose of Drug Eradication in accordance with FAR 21.25(b)(7) for the application of herbicides.

At Maximum Weight: Defined as the maximum restricted category gross weight the airplane is to be operated and includes at least full fuel, full operating liquids, crew, baggage, and full hopper.
Appropriate FAR 23 Requirements:
23.21, 23.23, 23.25(a), 23.29,23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, All of Subpart C - Structures, 23.629, 23.721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight (above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25(a)(1).
Inappropriate FAR 23 Requirements:
23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.629(f)(1), 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

Exemption No. 6136 [23.562(d)] 61 knot stall speed
Equivalent Safety Finding to FAR 23.562, dated September 14, 1992

	Equivalent Safety Finding to FAR 23.677 (a), dated February 4, 2000.
Datum	Wing Leading edge
Leveling Means	Top of lefthand main landing gear leg 5° tail down
Baggage	One baggage compartment at (+98.0). Max capacity 60 lbs.
Production Basis	PC2SW
Export Eligibility	Aircraft will be eligible for issuance of an Export Certificate of Airworthiness subject to compliance with FAR Part 21.
NOTE 1	FAA approved Airplane Flight Manual dated June 6, 1996, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).
NOTE 2	All placards required by either FAA Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the aircraft.
NOTE 3	Life Limited airframe parts are listed in the AT-602 Maintenance Manual

.....END.....