

2010-17-18 R1 Air Tractor, Inc.: Amendment 39-16552; Docket No. FAA-2010-0827; Directorate Identifier 2010-CE-029-AD.

Effective Date

(a) This AD is effective January 14, 2011.

Affected ADs

(b) This AD revises AD 2010-17-18, Amendment 39-16412.

Applicability

(c) This AD affects Air Tractor, Inc. Models AT-802 and AT-802A airplanes, serial numbers (SNs) -0001 through -0269, that are:

(1) certificated in any category;

(2) engaged in agricultural dispersal operations, including those airplanes that have been converted from fire fighting to agricultural dispersal or airplanes that convert between fire fighting and agricultural dispersal;

(3) not equipped with the factory-supplied computerized fire gate (part number (P/N) 80540); and

(4) not engaged in only full-time fire fighting.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57: Wings.

Unsafe Condition

(e) This AD was prompted by our evaluation of a comment from David Ligon, Air Tractor, and our determination that we should reduce the applicability from the all serial numbers beginning with SN -0001 as required by the previous AD to SN -0001 through SN-0269. We are issuing this AD to detect and correct cracks in the wing main spar lower cap at the center splice joint, which could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

Compliance

(f) Comply with this AD within the compliance times specified, unless already done.

(g) To address this problem for Models AT-802 and AT-802A airplanes, SNs -0001 through -0091, you must do the following, unless already done:

Table 1—Actions, compliance, and procedures

Actions	Compliance	Procedures
<p>(1) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps.</p>	<p>Initially inspect upon accumulating 1,700 hours time-in-service (TIS) or within the next 50 hours TIS after April 21, 2006 (the effective date of AD 2006-08-09), whichever occurs later, and repetitively thereafter at intervals not to exceed 800 hours TIS. If, before September 9, 2010 (the effective date of AD 2010-17-18), you installed the center splice plate and extended 8-bolt splice blocks, use the inspection compliance times found in paragraph (g)(5) of this AD.</p>	<p>Follow Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002.</p>
<p>(2) If you find any cracks as a result of any inspection required in paragraph (g)(1) of this AD, do the following actions:</p> <p>(i) For cracks that can be repaired, repair the airplane by doing the following actions:</p> <p>(A) Install center splice plate, P/N 20997-2, and extended 8-bolt splice blocks, P/N 20985-1 & -2, and cold-work the lower spar cap fastener holes; and</p> <p>(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the modification and is separate from the inspections required in paragraph (g)(1) of this AD.</p>	<p>Before further flight after the inspection where a crack was found. If, before the airplane reaches a total of 3,200 hours TIS, you repair your airplane following paragraph (g)(2)(i) of this AD, you must do the eddy current inspections following the compliance times found in paragraph (g)(5) of this AD. If, at 3,200 hours TIS or after, you repair your airplane following paragraph (g)(2)(i) of this AD, this repair terminates the inspection requirements of paragraph (g)(1) of this AD.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. D., dated November 25, 2005; and Snow Engineering Co. Service Letter #240, dated September 30, 2004.</p>

<p>(ii) For cracks that cannot be repaired by incorporating the modification specified above, do the actions to replace the lower spar caps and associated parts listed following the procedures identified in paragraph (g)(3) of this AD.</p>		
<p>(3) Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate. This replacement terminates the repetitive inspections required in paragraph (g)(1) of this AD.</p>	<p>(i) Do the replacement at whichever of the following compliance times occurs first:</p> <p>(A) Before further flight when cracks are found that cannot be repaired by incorporating the modification in paragraph (g)(2)(i) of this AD; or</p> <p>(B) Before or when the airplane reaches the wing main spar lower cap safe life of a total of 4,100 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.</p> <p>(ii) After this replacement the new spar safe life is 11,700 hours TIS. If, before September 9, 2010 (the effective date of AD 2010-17-18), an airplane main spar lower cap was replaced with P/N 21083-1/-2, the spar safe life for that P/N spar cap is 8,000 hours TIS until the main spar lower cap is replaced with P/N 21118-1/-2. The new spar safe life for P/N 21118-1/-2 is 11,700 hours.</p> <p>(iii) To extend the initial 4,100 hours TIS safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the optional modification specified in paragraph (g)(4) of this AD.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.</p>

<p>(4) To extend the safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the following optional modification. This modification terminates the repetitive inspections required in paragraph (g)(1) of this AD, unless you performed the modification before the airplane reaches a total of 3,200 hours TIS to repair cracks:</p> <p>(i) Install center splice plate, P/N 20997-2, and extended 8-bolt splice blocks, P/N 20985-1 & -2, and cold-work the lower spar cap fastener holes; and</p>	<p>Modify at whichever of the following compliance times occurs first:</p> <p>(A) Before further flight after any inspection required in paragraph (g)(1) of this AD where a crack is found. If you modify your airplane before the airplane reaches a total of 3,200 hours TIS to repair cracks as required in paragraph (g)(2)(i) of this AD, you must do the eddy current inspections following the compliance times found in paragraph (g)(5) of this AD.</p> <p>(B) Between 3,200 hours TIS and 4,100 hours TIS.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. D., dated November 25, 2005; and Snow Engineering Co. Service Letter #240, dated September 30, 2004.</p>
<p>(ii) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the modification and is separate from the inspections required in paragraph (g)(1) of this AD.</p>		

(5) If, before September 9, 2010 (the effective date of AD 2010-17-18) or as a result of performing the repair for cracks following paragraph (g)(2) of this AD, you installed the center splice plate and extended 8-bolt splice blocks, use the following table for compliance times to do the eddy current inspections required in paragraph (g)(1) of this AD. If you find any cracks as a result of any inspection following the compliance times in the following table, you must do the replacement action in paragraph (g)(2)(ii) of this AD:

Table 2—Eddy current inspection compliance times

Condition of the Airplane	Initially Inspect	Repetitively Inspect Thereafter at Intervals Not to Exceed
(i) If the airplane has already had the center splice plate and extended 8-bolt splice blocks installed at or after 3,200 hours TIS but the fastener holes have not been cold worked, at any time you may cold work the fastener holes to terminate the repetitive inspection requirements of this paragraph.	When the airplane reaches a total of 2,400 hours TIS after the modification or within the next 100 days after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.	1,200 hours TIS until the 8,000 hours TIS spar replacement time.
(ii) Before reaching 3,200 hours TIS, the airplane had the center splice plate and extended 8-bolt splice blocks already installed but the fastener holes have not been cold worked.	When the airplane reaches a total of 2,400 hours TIS after the modification or within the next 100 days after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.	1,200 hours TIS. Upon reaching 4,800 hours TIS after the modification, inspect repetitively thereafter at intervals not to exceed 600 hours TIS until the 8,000 hours TIS spar replacement time.
(iii) Before reaching 3,200 hours TIS, the airplane had the center splice plate and extended 8-bolt splice blocks installed and the fastener holes have been cold worked.	When the airplane reaches a total of 4,800 hours TIS after the modification or within the next 100 days after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.	600 hours TIS until the 8,000 hours TIS spar replacement time.

(h) To address this problem for AT-802 and AT-802A airplanes, SNs-0092 through -0101, you must do the following, unless already done:

Table 3—Actions, compliance, and procedures

Actions	Compliance	Procedures
<p>(1) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps.</p>	<p>Initially inspect upon accumulating 1,700 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later, and repetitively thereafter at intervals not to exceed 800 hours TIS. If the center splice plate, P/N 20994-2, is installed as specified in paragraph (h)(4) of this AD, do the repetitive inspections at intervals not to exceed 2,000 hours TIS.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; and Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002.</p>
<p>(2) If you find any cracks as a result of any inspection required by paragraph (h)(1) of this AD, do the following actions. This repair modification terminates the repetitive inspections required in paragraph (h)(1) of this AD:</p> <p>(i) For cracks that can be repaired, repair the airplane by doing the following actions:</p> <p>(A) Install the 9-bolt splice blocks and cold-work the lower spar cap fastener holes;</p> <p>(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the repair and is separate from the inspections required in paragraph (h)(1) of this AD; and</p> <p>(C) Install the center splice plate, P/N 20994-2, per paragraph (h)(4) if not already installed.</p>	<p>Before further flight after the inspection where a crack was found. This repair modification in paragraph (h)(2)(i) of this AD extends the safe life of the wing main spar lower cap to a total of 8,000 hours TIS.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; and Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002, Snow Engineering Co. Service Letter #281, dated August 1, 2009; and Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005.</p>

<p>(ii) For cracks that cannot be repaired by doing the actions in paragraph (h)(2)(i) of this AD, replace the lower spar caps and associated parts listed following the procedures identified in paragraph (h)(3) of this AD.</p>		
<p>(3) Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate. This replacement terminates the repetitive inspections required in paragraph (h)(1) of this AD.</p>	<p>(i) Do the replacement at whichever of the following compliance times occurs first:</p> <p>(A) Before further flight when cracks are found that cannot be repaired by incorporating the modification in paragraph (h)(2)(i) of this AD; or</p> <p>(B) Before or when the airplane reaches the wing main spar lower cap safe life of a total of 4,100 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.</p> <p>(ii) To extend the initial 4,100 hours TIS safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the optional modification specified in paragraph (h)(4) of this AD.</p> <p>(iii) After replacement of the old spar with the new lower spar cap, P/N 21118-1/-2, the new spar safe life is 11,700 hours TIS.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.</p>

<p>(4) To extend the safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the following optional modification:</p> <p>(i) Install center splice plate, P/N 20994-2, if not already installed as part of a repair, and cold-work the lower spar cap fastener holes; and</p> <p>(ii) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the modification and is separate from the inspections required in paragraph (h)(1) of this AD.</p>	<p>Before the airplane reaches a total of 4,100 hours TIS. After installation of the center splice plate, P/N 20994-2, do the repetitive inspections required in paragraph (h)(1) at intervals not to exceed 2,000 hours TIS. If as of September 9, 2010 (the effective date of AD 2010-17-18) you have already exceeded the 4,100 hours TIS threshold for extending the safe life to 8,000 hours TIS, you may be eligible for an alternative method of compliance following paragraph (n) in this AD.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A., dated January 7, 2009; and Snow Engineering Co. Service Letter #245, dated April 25, 2005.</p>
<p>(5) If you find any cracks as a result of any repetitive inspection required by paragraph (h)(4) of this AD, do the following actions. This repair modification terminates the repetitive inspections required in paragraph (h)(4) of this AD:</p> <p>(i) For cracks that can be repaired, repair the airplane by doing the following actions:</p> <p>(A) Install the 9-bolt splice blocks and cold-work the lower spar cap fastener holes; and</p> <p>(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the repair and is separate from the inspections required in paragraph (h)(1) of this AD.</p>	<p>Before further flight after the inspection where a crack was found.</p>	<p>Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; and Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002, Snow Engineering Co. Service Letter #281, dated August 1, 2009; and Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005.</p>

<p>(ii) For cracks that cannot be repaired by doing the actions in paragraph (h)(5)(i) of this AD, replace the lower spar caps and associated parts listed following the procedures identified in paragraph (h)(3) of this AD.</p>		
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(i) To address this problem for AT-802 and AT-802A airplanes, SNs -0102 through -0178, you must do the following, unless already done:

Table 4—Actions, compliance, and procedures

Actions	Compliance	Procedures
<p>(1) Do an initial eddy current inspection for cracks of the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. After this initial inspection, you may do the optional cold-working of the lower spar cap fastener holes to increase the hours TIS between repetitive inspections required in paragraph (i)(2) of this AD.</p>	<p>Before the airplane reaches a total of 5,500 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.</p>	<p>Follow Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Service Letter #245, dated April 25, 2005; and Snow Engineering Co. Service Letter #284, dated October 4, 2009.</p>
<p>(2) Repetitively eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps.</p>	<p>(i) <u>For fastener holes that are cold-worked</u>: After the initial inspection, repetitively thereafter inspect at intervals not to exceed 2,200 hours TIS.</p> <p>(ii) <u>For fastener holes not cold-worked</u>: After the initial inspection, repetitively thereafter inspect at intervals not to exceed 1,100 hours TIS.</p>	<p>Follow Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Service Letter #284, dated October 4, 2009; and (optional) Snow Engineering Co. Service Letter #245, dated April 25, 2005.</p>

<p>(3) If you find any cracks as a result of any inspection required by paragraphs (i)(1) and (i)(2) of this AD, do the following actions. This modification terminates the repetitive inspections required in paragraph (i)(1) and (i)(2) of this AD:</p> <p>(i) For cracks that can be repaired, repair the airplane by doing the following actions:</p> <p>(A) Install the 9-bolt splice blocks and cold-work the lower spar cap fastener holes; and</p> <p>(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the repair and is separate from the inspections required in paragraphs (i)(1) and (i)(2) of this AD.</p> <p>(ii) For cracks that cannot be repaired by doing the actions in paragraph (i)(3)(i) of this AD, replace the lower spar caps and associated parts listed following the procedures in paragraph (i)(4) of this AD.</p>	<p>Before further flight after the inspection where a crack was found.</p>	<p>Follow Snow Engineering Co. Service Letter #281, dated August 1, 2009; and Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005.</p>
<p>(4) Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate. This replacement terminates the repetitive inspections required in paragraphs (i)(1) and (i)(2) of this AD.</p>	<p>(i) Do the replacement at whichever of the following compliance times occurs first:</p> <p>(A) Before further flight when cracks are found that cannot be repaired by incorporating the repair in paragraph (i)(3)(i) of this AD; or</p>	<p>Follow Snow Engineering Co. Service Letter #284 dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.</p>

	<p>(B) Before or when the airplane reaches the wing main spar lower cap safe life of a total of 8,000 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later.</p> <p>(ii) After this replacement the new spar safe life is 11,700 hours TIS.</p>	
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(j) To address this problem for AT-802 and AT-802A airplanes, SNs -0179 through -0269, you must do the following, unless already done:

Table 5—Actions, compliance, and procedures

Actions	Compliance	Procedures
Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate.	By the 8,000 hours TIS safe-life or within the next 50 hours TIS after September 9, 2010 (the effective date of AD 2010-17-18), whichever occurs later. After this replacement the subsequent new spar safe life is 11,700 hours TIS.	Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.

(k) Report any crack from any inspection required in paragraphs (g), (h), or (i) of this AD within 10 days after the cracks are found on the form in Figure 1 of this AD.

(1) Send your report to Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370.

(2) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056.

Special Permit Flight

(1) Under 14 CFR 39.23, we are allowing special flight permits for the purpose of compliance with this AD under the following conditions:

- (1) Only operate in day visual flight rules (VFR).
- (2) Ensure that the hopper is empty.
- (3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).
- (4) Avoid any unnecessary g-forces.
- (5) Avoid areas of turbulence.
- (6) Plan the flight to follow the most direct route.

AD 2010-17-18 R1 INSPECTION REPORT
(REPORT ONLY IF CRACKS ARE FOUND)

General Information

1. Inspection Performed By:	2. Phone:
3. Aircraft Model:	4. Aircraft Serial Number:
5. Engine Model Number:	6. Aircraft Total Hours TIS:
7. Wing Total Hours TIS:	8. Lower Spar Cap Hours TIS:

Previous Inspection/Repair History

9. Has the lower spar cap been inspected (eddy-current, dye penetrant, magnetic particle, or ultrasound) before? <input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, an inspection has occurred: Date: _____ Inspection Method: _____ Lower Spar Cap TIS: _____ Cracks found? <input type="checkbox"/> Yes <input type="checkbox"/> No
10. Has there been any major repair or alteration performed to the spar cap? <input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, specify (Description and hours TIS):

Inspection for AD 2010-17-18 R1

11. Date of AD inspection: Inspection Results:	11a. Cracks found: <input type="checkbox"/> Left Hand <input type="checkbox"/> Right Hand
11b. Crack Length: _____ Location: _____	11c. Does drilling hole to next larger size remove all traces of the crack(s)? <input type="checkbox"/> Yes <input type="checkbox"/> No
12d. Corrective Action Taken:	

Send report (only if you find any cracks as a result of the inspection for AD 2010-17-18 R1) to: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370

Figure 1

Paperwork Reduction Act Burden Statement

(m) A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Fort Worth Airplane Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(3) AMOCs approved for AD 2010-17-18 are approved as AMOCs for this AD.

Related Information

(o) For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; e-mail: andrew.mcanaul@faa.gov.

Material Incorporated by Reference

(p)(1) You must use the service information contained in table 6 of this AD to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register previously approved the incorporation by reference of the service information contained in table 6 of this AD on the date specified in the column "Incorporation by Reference Approval Date" of Table 6.

Table 6 – Material incorporated by reference

Document	Revision	Date	Incorporation by reference approval date
(i) Snow Engineering Co. Service Letter #80GG.	Not Applicable	December 21, 2005	September 9, 2010 (75 FR 52255, August 25, 2010).
(ii) Snow Engineering Co. Service Letter #284	Not Applicable	October 4, 2009	September 9, 2010 (75 FR 52255, August 25, 2010).
(iii) Snow Engineering Co. Service Letter #281	Not Applicable	August 1, 2009	September 9, 2010 (75 FR 52255, August 25, 2010).
(iv) Snow Engineering Co. Service Letter #245	Not Applicable	April 25, 2005	September 9, 2010 (75 FR 52255, August 25, 2010).
(v) Snow Engineering Co. Service Letter #240	Not Applicable	September 30, 2004	April 21, 2006 (71 FR 19994, April 19, 2006).
(vi) Snow Engineering Co. Process Specification #197:			April 21, 2006 (71 FR 19994, April 19, 2006).
page 1	Not Applicable	June 4, 2002	April 21, 2006 (71 FR 19994, April 19, 2006).
pages 2 through 4	Not Applicable	February 23, 2001	April 21, 2006 (71 FR 19994, April 19, 2006).
page 5	Not Applicable	May 3, 2002	April 21, 2006 (71 FR 19994, April 19, 2006).
(vii) Snow Engineering Co. Drawing Number 20995:			September 9, 2010 (75 FR 52255, August 25, 2010).
Sheet 2	Rev. D	November 25, 2005	September 9, 2010 (75 FR 52255, August 25, 2010).
Sheet 3	Not Applicable	November 25, 2005	September 9, 2010 (75 FR 52255, August 25, 2010).
(viii) Snow Engineering Co. Drawing Number 20975, Sheet 4.	Rev. A	January 7, 2009	September 9, 2010 (75 FR 52255, August 25, 2010).

(2) For service information identified in this AD, contact Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612; E-mail: airmail@airtractor.com; Internet: www.airtractor.com.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.