



CHOICES

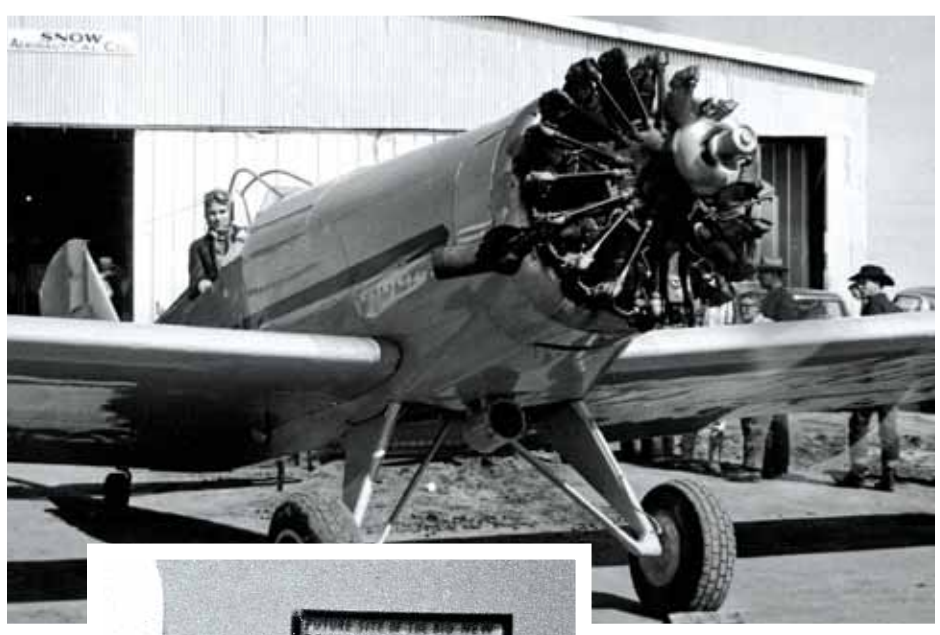




CHOICES



**I**n 1951, Leland Snow climbed from the cockpit of a J3-Cub after his first spray job knowing he had two choices: continue flying an airplane that wasn't made for the job, or design and build a better one. He chose to build a better plane, and has since revolutionized the aerial application industry. First came the Snow S-1, then the S-2 series, resulting in the S-2R Thrush.

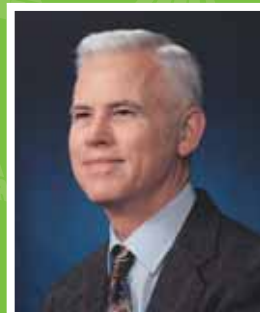


In 1971, Leland began building the first Air Tractor, the AT-300. Today Air Tractor leads the agricultural aviation industry, manufacturing a wide product line, including the 400-gallon 401B, 402A and 402B; 500-gallon 502A and 502B; 630-gallon 602; and the world's largest ag plane – the 800-gallon AT-802.

In the late 1980s, Snow made another choice – to diversify the product line with the design of the AT-802F, America's first aircraft designed from the ground up to meet the specific requirements of aerial firefighting. This proved to be a wise choice, as more and more 802Fs are used worldwide each fire season.

Today's aerial applicators have a clear choice when it comes to agricultural aircraft. Only Air Tractor offers the widest range of aircraft to fit any operation, from small to large. Air Tractor's commitment to making our aircraft better – for the pilot, the operator, the industry, and the environment – makes it the best choice around.

Air Tractor's commitment to improving our aircraft makes it the best choice around.





# CHOICES



# AT-401B

**T**he durability, safety, flying ease and proven heritage of the AT-401B makes it the choice of operators looking for an affordable upgrade to a high capacity, low maintenance piston engine ag plane. Here is an aircraft with an impressive combination of performance and features that help operators cover more acres at less cost.

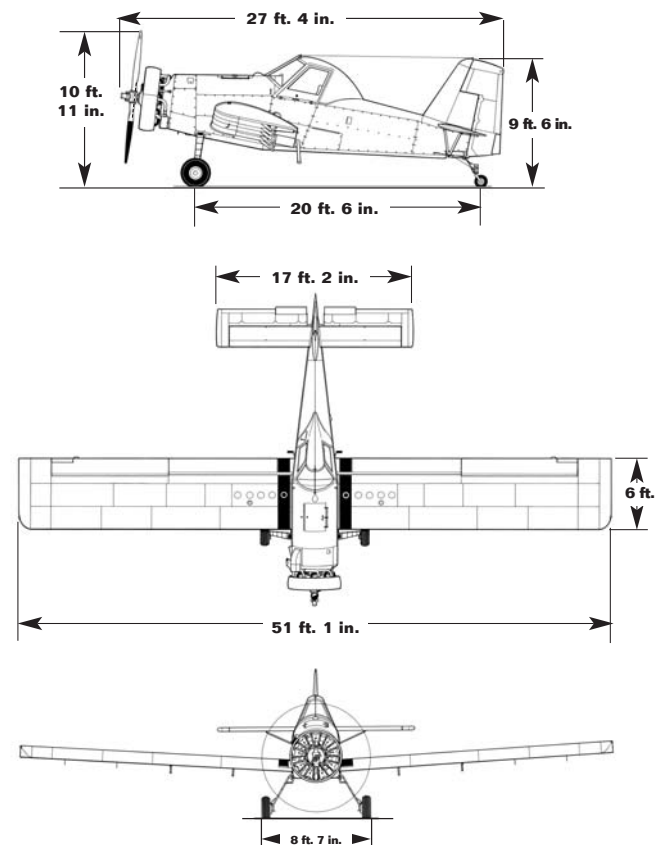
At the heart of the AT-401B's economy is its ultra-powerful Pratt & Whitney R1340 radial piston engine. Widely regarded as one of finest radial engines ever produced, the R1340 has been remanufactured to Air Tractor specifications for improved performance, economy and reduced maintenance.

Like all Air Tractor models, the AT-401B provides superb visibility, a stall-resistant wing design, and more than ample power that's balanced by clean aerodynamics to provide speed and maneuverability even at maximum payloads.

The AT-401B makes a great partner for a growing business. From its large 400-gallon hopper that helps cut ferry time, to its Hoerner wingtips which improve the rate of climb and overall control, the AT-401B delivers unsurpassed value -- economically, efficiently and productively.

## Performance Notes:

- Pratt & Whitney 1340 radial piston engine provides 600 SHP at 2250 RPM.
- Standard hopper rinse system lets operators rinse the hopper walls while in flight.
- Efficient flaps and aileron droop maximize take-off performance.
- AT-4300 5-blade adjustable spray fan produces more volume per acre.
- All metal elevator and rudder with boost tabs for light control pressures.
- Lowered spray booms deliver a full 80-ft. wide swath.





CHOICES



# AT-402A • AT-402B

**W**

hen we designed the AT-402 series, our goal was to build a real workhorse of an ag plane – but an affordable one, with turbine power. We began by designing a small, structurally efficient airframe. Then we lowered stick and rudder forces so the controls would be light and responsive, to reduce pilot fatigue.

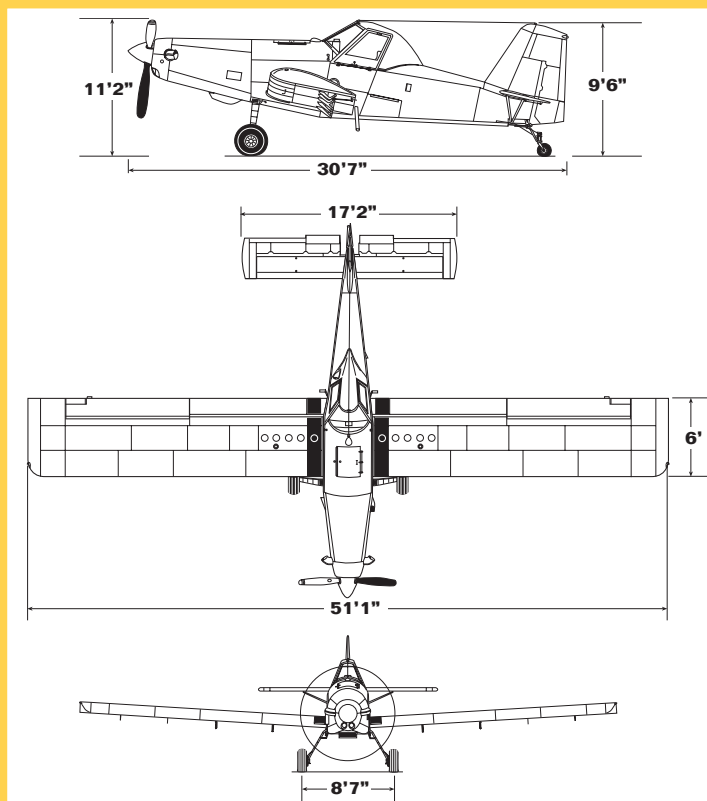
We specified an exceptionally quiet and reliable PT6A turbine engine for faster climb rates and increased cruise speed. And we designed a long, high-aspect ratio wing with Hoerner wing tips to increase wing efficiency and reduce drag.

When we put it all together, we got more than a workhorse.

We got an ag plane that pilots love to fly, even at the end of a long day. For your first turbine, or to complement your fleet, once you see the AT-402A and AT-402B, it's an easy choice.

## ***Performance Notes:***

- AT-402A with PT6A-11AG engine delivers 550 SHP at 2200 RPM.
- AT-402B with PT6A-15AG engine has 680 SHP at 2200 RPM.
- Sealed engine induction system locks out contaminants, extends service life and reduces maintenance.
- Improved oil cooling system lowers temps in flight and on the ground.
- Cruise at 160 m.p.h.; work at 140 m.p.h. Quietly, reliably.





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# AT-502A • AT-502B



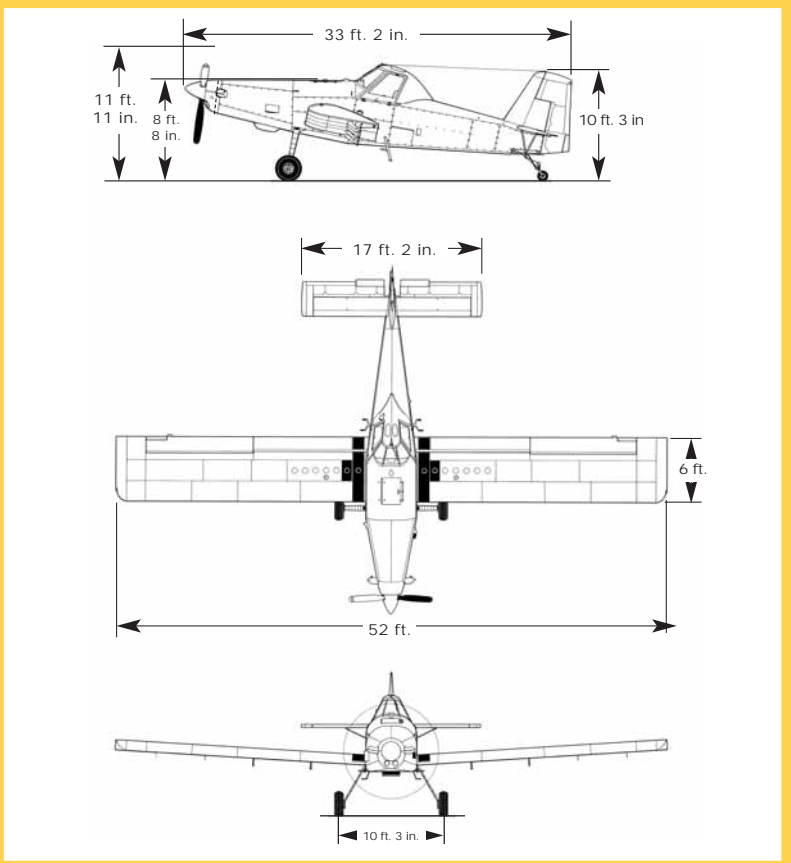
**A**g aviation economics being what they are, smart operators are choosing the AT-502 series to make their operations more efficient, productive, and profitable. It's easy to see why: the big, 500-gallon payload means fewer trips out and back; fewer landings and take-offs. The powerful Pratt & Whitney turbine engine delivers the kind of efficient performance operators have come to expect from Air Tractor. A generous 52 ft. wingspan with Hoerner wingtips improves handling characteristics, allowing wider swaths for wider profit margins. Features like boost tabs for lighter aileron response and air conditioning are standard equipment.

Whether it's big loads or working at high elevations, AT-502s have proven their reliability and versatility since 1987, becoming one of the most popular, profitable and widely used aerial workhorses in the industry today.



### Performance Notes:

- AT-502A with PT6A-45AG engine delivers 1100 SHP at 1700 RPM.
- AT-502B with PT6A-34AG engine has 750 SHP at 2200 RPM.
- Working speeds up to 140 m.p.h. with an 85 ft. swath width.
- Comfortable, functional cockpit gives pilots panoramic visibility.
- Impressive power-to-weight ratio allows short takeoff rolls and amazing climb rates.





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# AT-602

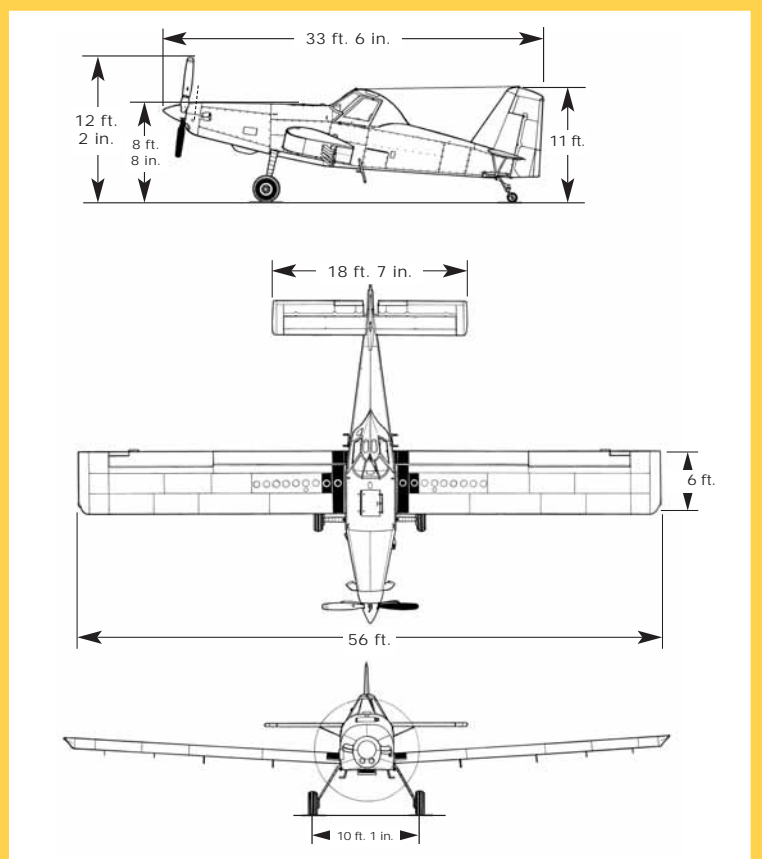


**T**he AT-602's wide swath width, fast ferry time and big payload helps operators stay out longer and do more work in less time. Its 630-gallon hopper, 56-foot extended wingspan and 12,500 lb. FAA certificated gross weight make the AT-602 a logical next step up when you need more productivity than a 500-gallon capacity aircraft can economically provide. The AT-602 can do a thousand acres in the morning, saving three loads over a smaller plane, and leave time in the afternoon for other jobs.

From its Pratt & Whitney PT6A-60AG turbine powerplant, to the beefy main landing gear, everything about the AT-602 is designed for dependable, high-volume production. And yet for all its rugged features, the AT-602 is surprisingly light on the controls, too. It has a spacious and functional cockpit, quiet turbine engine and a host of other pilot comforts to make long days over the fields practically fly by. It's the ideal plane for operators who do 5-gallon work on center-pivot circles, because you can do the job in one load.

## Performance Notes:

- AT-602 with PT6A-60AG engine has 1050 SHP at 1700 RPM.
- Slow-moving, 5-blade Hartzell prop keeps things quiet near communities.
- With AT-802-sized fin and rudder, tail gear and spar caps, the AT-602 is built for big performance and extended service life.
- A low-mounted gatebox provides high velocities and wider, more uniform spray patterns.
- Landing gear springs and brake discs are built for heavy landing weights.





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# AT-802A



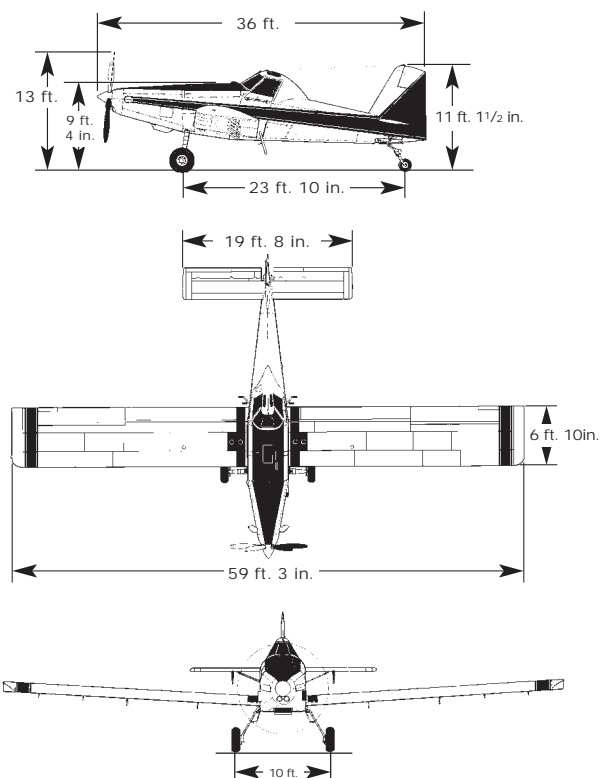
Over the years, many operators have told us they believe the AT-802A is the best ag plane ever built. It's easy to see why. With a payload of 9,500 lbs., the AT-802A offers more working capacity than any other single-engine aircraft on the market. Its power, speed and payload, combined with a wide array of Air Tractor options opens up new income opportunities for operators. Whether its used for fertilizing forests, spraying square miles cotton fields, or spraying dispersant on oil spills, even the biggest jobs are all in a day's work for this plane.

An 800 gallon hopper and ferry speeds of up to 190 m.p.h. help operators get to the spray site faster, stay longer and complete the job in one load. It's this kind of productive efficiency that makes a big difference you'll see at the bottom line.



## Performance Notes:

- Pratt & Whitney PT6A-65AG engine delivers 1295 SHP at 1700 RPM.
- Optional PT6A-67AG engine provides 1350 SHP at 1700 RPM.
- All-metal, sealed control surfaces with boost tabs make the AT-802 a joy to fly.
- Large, 5-blade Hartzell propellers give increased initial thrust during initial takeoff roll.
- Factory-installed air conditioning is standard equipment.
- Standard Hoerner wingtips increase wingspan to 59.2 ft., for a wider swath and more payload lifting surface.





# AT-802F

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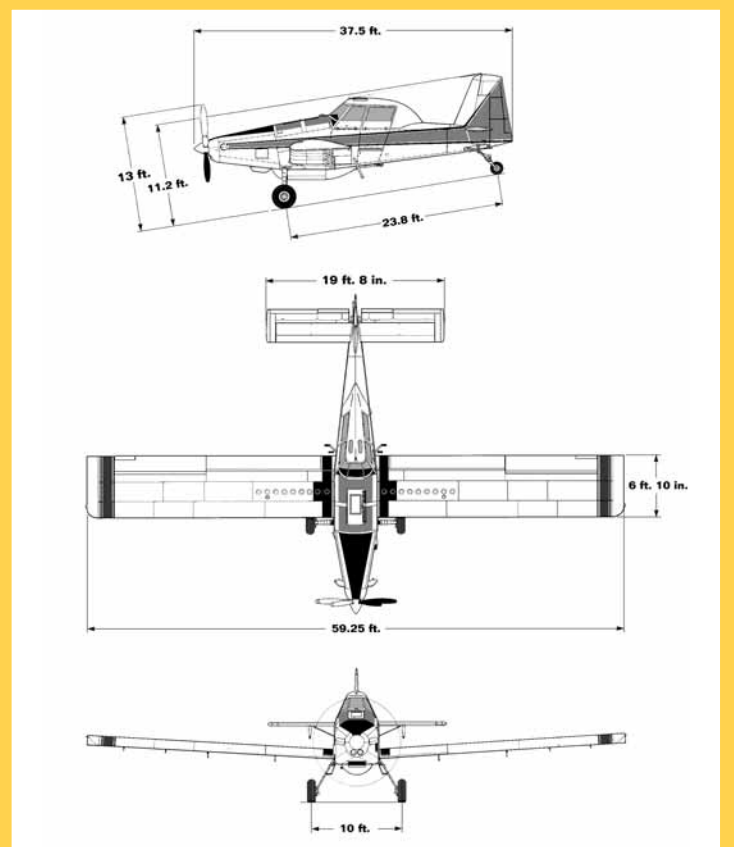
he AT-802F is an innovative initial attack firefighting aircraft that rivals the performance of twin-engine tankers at a fraction of the cost. Designed from the ground up to fight fires, it uses an advanced, patented computer-controlled firegate to deliver optimum coverage levels – or salvo all 820 gallons in 1.7 seconds – with extreme accuracy. Powered by the reliable PT6A-67AG turbine engine, the AT-802F ferries at 200 m.p.h and can take off and land from remote strips or small airports.

With a world-wide reputation for efficiency, maneuverability, and reliability, the AT-802F adds water-scooping to its list of capabilities. Equipped with amphibious floats from Wipaire, Inc., the new "Fire Boss" puts yet another tool in the fire fighter's tool box.

While other air tankers sit in the hanger between fires, AT-802F operators can provide year round forest protection, spraying for pests, reseeding after the fire, and spreading fertilizer for faster tree growth. Fast, agile, comfortable, and easy to fly, the AT-802F is a world-class air tanker with the versatility to help you make money when fire season is over, too.

## ***Performance Notes:***

- Pratt & Whitney PT6A-67AG engine delivers 1350 SHP at 1700 RPM.
- Stainless steel fire gate door's hinge position minimizes wind shear.
- Fire retardant control system positioned conveniently left of the instrument panel.
- Large safety plate-glass windshield and plexiglass side and turn windows provide virtually unrestricted views.
- Rugged spring steel landing gear is FAA certificated for landings of 16,000 lbs. – a full load of fire retardant.







# DEALER SUPPORT

**A**erial applicators around the world know how important an established, responsive dealer support organization can be to the success of their own business. That's one big reason why so many ag operators choose Air Tractor for their first plane, as well as for their second, third and fourth.

Air Tractor dealers know the aerial application business; in fact many dealers started as operators themselves. So they know the challenges you face every day, every season. They know their way around airplanes, too. So whether it's a question about an airplane part, or about the business economics of moving up to a bigger aircraft, your Air Tractor dealer has answers.

Maintaining a well-stocked parts inventory is what you'd expect of any equipment dealer. Air Tractor dealers know that waiting for replacement parts can be money out of your pocket in downtime and lost opportunity. That's why they strive to get you the right part, right when you need it.

Air Tractor dealers invest time and money in factory and technical training and equipment for their mechanics. They do it so that Air Tractor owners can depend on their dealer's professional maintenance personnel to provide top quality service. It's all about looking after the smallest details and going the extra mile for Air Tractor owners.



## *Tomorrow's Choices*

Yesterday, today and looking toward tomorrow's horizon – Air Tractor will be here for you, working on new ideas and better ways to help you do your job. So what's on the drawing board for tomorrow? Only Leland Snow knows, but you can be sure it will be exciting, and responsive to your needs in the field, and leading the way for the agricultural aviation industry.

# SPECIFICATIONS

	<b>AT-401B</b>	<b>AT-402A</b>	<b>AT-402B</b>	<b>AT-502A</b>	<b>AT-502B</b>	<b>AT-602</b>	<b>AT-802A</b>	<b>AT-802F</b>
Engine type	P&W R1340	P&W PT6A-11AG	P&W PT6A-15AG	P&W PT6A-45R	P&W PT6A-15AG <sup>2</sup>	P&W PT6A-60AG	P&W PT6A-65AG <sup>4</sup>	P&W PT6A-67AG
Engine S.H.P.	600 @ 2250 RPM	550 @ 2200 RPM	680 @ 2200 RPM	1,100 @ 1,700 RPM	680 @ 2200 RPM	1050 @ 1700 RPM	1295 @ 1700 RPM	1350 @ 1700 RPM
Propeller	12D40 hub 6101A-12 blades	Hartzell HC-B3TN-3D/ T10282N+4	Hartzell HC-B3TN-3D/ T10282N+4	Hartzell HC-B5MP-3C/ M10876ANS	Hartzell HCB3TN-3D/ T10282N+4	Hartzell HC-B5MP-3C/ M10876ANS	Hartzell HC-B5MP-3F/ M11276NS	Hartzell HC-B5MA-3D/ M11276NS
Take-off weight	7,860 lbs. (3 565 kg)	8,600 lbs. (3 901 kg.)	9,170 lbs. (4 159 kg)	10,480 (4 754 kg)	9,400 lbs. (4 272 kg)	12,500 lbs. (5 670 kg.)	16,000 lbs. (7 257 kg)	16,000 lbs. (7 257 kg)
Landing weight	6,000 lbs. (2 722 kg)	7,000 lbs. (3 175 kg)	7,000 lbs. (3 175 kg)	8,000 lbs. (3 629 kg)	8,000 lbs. (3 629 kg)	12,000 lbs. (5 443 kg)	16,000 lbs. (7 257 kg)	16,000 lbs. (7 257 kg)
Empty wt. with spray equipment	4,244 lbs. (1 925 kg)	4,100 lbs. (1 860 kg)	4,020 lbs. (1 823 kg)	4,570 lbs. (2 073 kg)	4,297 lbs. (1 949 kg)	5,600 lbs. (2 540 kg)	6,505 lbs. (2 951 kg)	7,210 lbs. (3 270 kg)
Useful load	3,616 lbs. (1 640 kg)	4,500 lbs. (2 041 kg)	5,150 lbs. (2 336 kg)	5,910 lbs. (2 681 kg)	5,403 lbs. (2 451 kg)	6,900 lbs. (3 130 kg)	9,495 lbs. (4 307 kg)	8,790 lbs. <sup>6</sup> (3 987 kg)
Hopper capacity	400 U.S. gal. (1 514 L)	400 U.S. gal. (1 514 L)	400 U.S. gal. (1 514 L)	500 U.S. gal. (1 893 L)	500 U.S. gal. (1 893 L)	630 U.S. gal. (2 385 L)	800 U.S. gal. (3 028 L)	820 U.S. gal. (3 104 L)
Fuel capacity	126 U.S. gal. (476 L)	170 U.S. gal. <sup>1</sup> (644 L)	170 U.S. gal. <sup>1</sup> (644 L)	216 U.S. gal. <sup>3</sup> (817 L)	170 U.S. gal. <sup>3</sup> (644 L)	216 U.S. gal. (817 L)	254 U.S. gal. <sup>5</sup> (961 L)	254 U.S. gal. <sup>5</sup> (961 L)
Wing span	51 ft. (15,54 m)	51 ft. (15,54 m)	51 ft. (15,54 m)	52 ft. (15,84 m)	52 ft. (15,84 m)	56 ft. (17,06 m)	59.2 ft. (18,04 m)	59.2 ft. (18,04 m)
Wing area	306 sq. ft. (28,45 m <sup>2</sup> )	306 sq. ft. (28,45 m <sup>2</sup> )	306 sq. ft. (28,45 m <sup>2</sup> )	312 ft. (29,01 m <sup>2</sup> )	312 ft. (29,01 m <sup>2</sup> )	336 sq. ft. (31,24 m <sup>2</sup> )	401 sq. ft. (37,29 m <sup>2</sup> )	401 sq. ft. (37,29 m <sup>2</sup> )
Main wheel size	8.50 x 10	29.00 x 11	29.00 x 11	29.00 x 11	29.00 x 11	29.00 x 11	32.0 in. (81,28 cm)	32.0 in. (81,28 cm)
Tail wheel size	5.00 x 5	5.00 x 5	5.00 x 5	5.00 x 5	5.00 x 5	6.25 x 6	6.25 x 6	6.25 x 6

## Notes:

1 Optional 216 gallon (818 L) fuel tanks are available.

2 Alternate engine is PT6A-34AG for operation from short strips or above 3,500 ft. (1 067 m) altitude.

3 Optional 216 gallon (818 L) or 234 gallon (886 L) fuel tanks are available.

4 Optional engine is the PT6A-67AG.

5 Optional 308 gallon (1 166 L) or 380 gallon (1 438 L) fuel tanks are available.

6 Two-seat cockpit version, no spray equipment.

## Estimated Performance With Spray Equipment Installed

	<b>AT-401B</b>	<b>AT-402A</b>	<b>AT-402B</b>	<b>AT-502A</b>	<b>AT-502B</b>	<b>AT-602</b>	<b>AT-802A</b>	<b>AT-802F</b>
Cruise speed	143 m.p.h. (230 k.p.h.) at 4,000 ft. (1 219 m)	162 m.p.h. (261 k.p.h.) at 8,000 ft. (2 438 m)	162 m.p.h. (261 k.p.h.) at 8,000 ft. (2 438 m)	157 m.p.h. (253 k.p.h.) at 8,000 ft. (2 438 m)	154 m.p.h. (248 k.p.h.) at 8,000 ft. (2 438 m)	182 m.p.h. (293 k.p.h.) at 8,000 ft. (2 438 m)	191 m.p.h. (307 k.p.h.)	221 m.p.h. (356 k.p.h.)
Working speed (typical)	120-140 m.p.h. (193-225 k.p.h.)	120-140 m.p.h. (193-225 k.p.h.)	120-140 m.p.h. (193-225 k.p.h.)	120-150 m.p.h. (193-241 k.p.h.)	120-145 m.p.h. (193-233 k.p.h.)	145 m.p.h. (233 k.p.h.)	130-160 m.p.h. (209-257 k.p.h.)	120-125 m.p.h. (193-201 k.p.h.)
Stall speed flaps up	73 m.p.h. (117 k.p.h.) at 6,000 lbs. (2 722 kg)	77 m.p.h. (124 k.p.h.) at 7,000 lbs. (3 175 kg)	77 m.p.h. (124 k.p.h.) at 7,000 lbs. (3 175 kg)	82 m.p.h. (132 k.p.h.) at 8,000 lbs. (3 629 kg)	82 m.p.h. (132 k.p.h.) at 8,000 lbs. (3 629 kg)	99 m.p.h. (159 k.p.h.) at 12,500 lbs. (5 670 kg)	107 m.p.h. (172 k.p.h.) at 16,000 lbs. (7 257 kg)	105 m.p.h. (169 k.p.h.) at 16,000 lbs. (7 257 kg)
Stall speed flaps down	61 m.p.h. (98 k.p.h.) at 6,000 lbs. (2 722 kg)	66 m.p.h. (106 k.p.h.) at 7,000 lbs. (3 175 kg)	66 m.p.h. (106 k.p.h.) at 7,000 lbs. (3 175 kg)	68 m.p.h. (109 k.p.h.) at 8,000 lbs. (3 629 kg)	68 m.p.h. (109 k.p.h.) at 8,000 lbs. (3 629 kg)	82 m.p.h. (132 k.p.h.) at 12,500 lbs. (5 670 kg)	91 m.p.h. (146 k.p.h.) at 16,000 lbs. (7 257 kg)	91 m.p.h. (146 k.p.h.) at 16,000 lbs. (7 257 kg)
Stall speed as usually landed	54 m.p.h. (87 k.p.h.)	53 m.p.h. (85 k.p.h.)	53 m.p.h. (85 k.p.h.)	53 m.p.h. (85 k.p.h.)	53 m.p.h. (85 k.p.h.)	60 m.p.h. (97 k.p.h.)	63 m.p.h. (101 k.p.h.)	69 m.p.h. (111 k.p.h.)
Rate of climb	520 f.p.m. (158 m.p.m.) at 8,600 lbs. (3 565 kg)	470 f.p.m. (143 m.p.m.) at 8,600 lbs. (3 901 kg)	800 f.p.m. (244 m.p.m.) at 8,600 lbs. (3 901 kg)	1,750 f.p.m. (533 m.p.m.) at 10,480 lbs. (4 754 kg)	870 f.p.m. (265 m.p.m.) at 9,400 lbs. (4 264 kg)	650 f.p.m. (198 m.p.m.) at 12,500 lbs. (5 670 kg)	780 f.p.m. (237 m.p.m.) at 16,000 lbs. (7 257 kg)	850 f.p.m. (259 m.p.m.) at 16,000 lbs. (7 257 kg)
Take-off distance	1,318 ft. (402 m) at 7,860 lbs. (3 565 kg)	1,150 ft. (351 m) at 8,600 lbs. (3 901 kg)	975 ft. (297 m) at 8,600 lbs. (3 901 kg)	800 ft. (244 m) at 9,400 lbs. (4 264 kg)	1,140 ft. (347 m) at 9,400 lbs. (4 264 kg)	1,830 ft. (558 m) at 12,500 lbs. (5 670 kg)	2,000 ft. (610 m) at 16,000 lbs. (7 257 kg)	2,000 ft. (610 m) at 16,000 lbs. (7 257 kg)
Range, economy cruise at 8,000 ft. (2 438 m)	630 mi. (1 014 km)	660 mi. (1 062 km)	660 mi. (1 062 km)	700 mi. (1 127 km)	620 mi. (998 km)	600 mi. (966 km)	610 mi. (982 km)	800 mi. (1 287 km)



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