


A yellow biplane is shown from a low-angle perspective on a runway. The aircraft features a prominent propeller with black and white striped tips and a large, rounded cowling. The wings are yellow with black and white stripes. The background consists of a clear blue sky with light clouds and a green field in the distance. The Air Tractor logo is overlaid in the upper center of the image. The logo is green and consists of a stylized triangle above the word "AIR" in a bold, sans-serif font, with the word "TRACTOR" in a similar font below it. A small registered trademark symbol (®) is located to the left of the word "TRACTOR".

AIR
TRACTOR®



BETTER VALUE, EVERY DAY.



AIR TRACTOR HAS A HERITAGE OF
QUALITY, PILOT SAFETY, INNOVATION, AND
CUSTOMER SUPPORT. WE CONTINUALLY
IMPROVE OUR AIRCRAFT TO HELP YOU DO
A BETTER JOB.

THAT'S VALUE, THE AIR TRACTOR WAY.

AIR TRACTOR

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Value



AIR TRACTOR VALUE: A better-built, versatile airplane pays its way every day.

BETTER VALUE BEGINS WITH INNOVATION.

An innovative spirit is what drove Leland Snow to design an improved agricultural aircraft in 1951. And over sixty years later our founder's spirit of innovation is still reflected in every aircraft that rolls off the Air Tractor assembly line.

Today's Air Tractor, however, has grown to be more than the industry leader in agricultural aviation. A host of other industries have discovered the versatility, the performance, the value, and the all-around utility that makes an Air Tractor an Air Tractor.

It seems that every few years another new task is discovered at which the Air Tractor excels. Aerial application will always be our mainstay. But today you'll find Air Tractor aircraft hard at work performing duties as diverse as aerial firefighting, drug eradication, fuel hauling, oil spill cleanup, aerial surveying, and even law enforcement and military applications.

From the 400-gallon AT-402 to the world's largest ag plane, the 800-gallon AT-802, our broad product line means there is an Air Tractor that's right for your operation, be it large, small, or somewhere in between.

With Air Tractor, there's never the need to force your operation to fit the aircraft. We'll build the aircraft that will fit your operation, maximize your efficiency, and give you the best possible return on your investment.

Air Tractor is now producing and selling more ag aircraft around the world than any other manufacturer. And backing up those airplanes and their operators is the industry's most extensive and most experienced global dealer network, providing sales, service, and parts.

At Air Tractor we value and protect our reputation within the ag aviation industry as the most proven, most preferred ag aircraft manufacturer. And our company's

commitment to making our aircraft ever better – for the pilot, the operator, the industry, and the environment – has never been stronger.





PILOT SAFETY, FIRST AND FOREMOST.



Since the beginning, Air Tractor has built aircraft that help pilots walk away from high-energy ground impacts. The aircraft's legendary survivability is backed up by more than 50 years of aerial spraying and forest firefighting.

Our focus on pilot safety is evident from the high-strength steel tube airframe and cockpit cage, AmSafe Inflatable Restraint System airbags, and spring steel landing gear on every aircraft we produce.

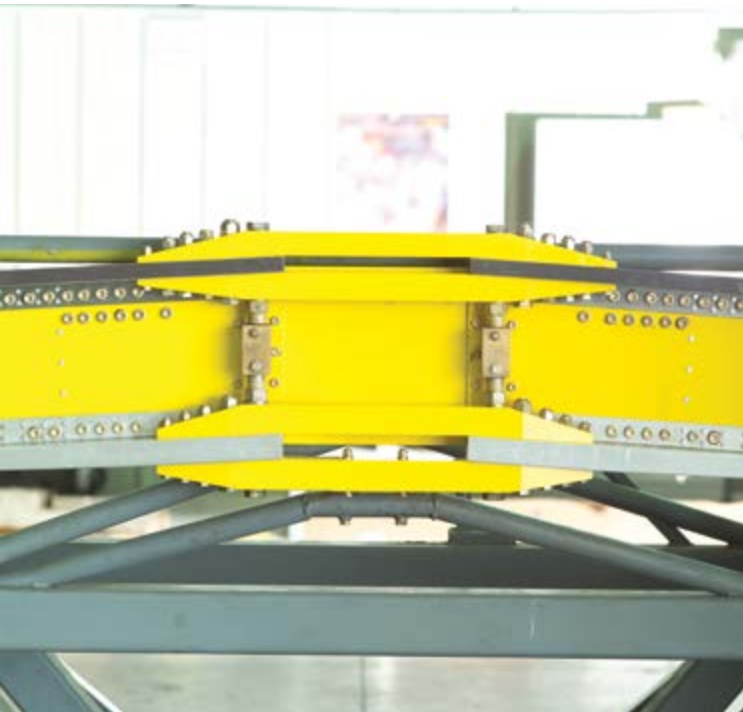
Air Tractor's full-scale wing spar fatigue test program is another example of our commitment to continuous improvement of our aircraft.

While other aircraft manufacturers may offer theoretical wing spar life calculations, only Air Tractor substantiates its wing spar life with data from full-scale stress tests with g-force loads replicating actual aerial spraying operations.

Air Tractor has tested 48 fresh-off-the-assembly-line wings, subjecting them to thousands of hours of realistic stress load spectrums from actual flight data collected from 16 different instrumented Air Tractor airplanes during spraying and firefighting flights.

This wing testing initiative is part of Air Tractor's long-standing Safety System Triad™, a wing fatigue management program recognized by the Federal Aviation Administration as a model for the industry.

Bottom line: No ag aircraft manufacturer has done more for pilot safety and aircraft integrity than Air Tractor.



AT-402B

With the AT-402B, Air Tractor's goal was to combine turbine power with affordability. We achieved it; first by designing a compact, structurally efficient airframe and then specifying an exceptionally quiet, powerful and reliable PT6A turbine engine for faster climb rates and increased cruise speed. We designed a long, high-aspect ratio wing with Hoerner wing tips to increase wing efficiency, reduce drag and to lower stick and rudder forces so the controls are light and responsive, greatly reducing pilot fatigue.

The end result is an ag plane that pilots love to fly, even at the end of a long day. When your operation is ready to transition to turbine power, it's time to investigate the AT-402B.



PERFORMANCE NOTES

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.





AT-502B

When the time is right to make the step up to even greater levels of efficiency, business-savvy operators are partnering with the AT-502B to make their operations more productive and profitable. The AT-502B's powerful Pratt & Whitney turbine engine delivers the type of efficient performance operators have come to expect from Air Tractor, and a big, 500-gallon payload means more acres sprayed with fewer ferries, plain and simple.

The AT-502B's 52-foot 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 all standard. Since manufacturing commenced in 1987, AT-502s have proven their reliability and versatility wherever they have been put to work – becoming the most popular and profitable aircraft in the ag industry today.

PERFORMANCE NOTES

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.





An Air Tractor is so much more than a thing of beauty. The clean lines, light touch, and spacious cockpit make you almost forget that you're working.





AT-504

As older pilots retire, there's a growing need within the ag industry to train and prepare their replacements. With his many years in the cockpit and listening to pilots, Leland Snow clearly understood the challenges associated with training new ag flyers, and he set out to solve them. The solution: the AT-504.

Based on Air Tractor's proven AT-502B airframe and utilizing the same Pratt & Whitney PT6A-34AG turboprop engine, the AT-504 is a superior platform for aerial application and instruction, without sacrificing performance or flight characteristics.

Side-by-side seating offers significant advantages over the conventional tandem seat trainer, creating more natural and efficient conditions for communication and load sharing between the instructor and trainee.

The 504's high power-to-weight ratio allows short takeoff rolls and impressive climb rates. Its 608-mile range and 85-foot swath width make it a cost effective business partner for operations of all sizes. The impressive working speed of the AT-504 equals that of the AT-502B. Its cruising speed is just a few miles-per-hour less. And the flight characteristics provide excellent preparation for trainee pilots moving up to the AT-502 or another turboprop ag plane.

The AT-504 was designed to meet the needs of a challenging ag business where a two-seat trainer must provide more than just performance: it must also make a profit.

PERFORMANCE NOTES

AT-504 with PT-6A-34AG has 750 SHP at 2200 RPM.

Training comes easy with side-by-side seating and full dual cockpit controls.

Take off distance is 1,150 ft. with a rate of climb of 860 f.p.m.

Cruise at 151 m.p.h.; work at 120-145 m.p.h. with an 85 ft. swath width.





AT-602

Wide swath width. Fast ferry times. Big payloads. It's not hard to see why the AT-602 is a hard-working favorite of ag operators. Its 630-gallon hopper and 12,500 lb. FAA certificated gross weight make the AT-602 a logical next step when you need to turn your operation's productivity up another profitable notch.

Work your AT-602 a thousand acres in the morning. You could save three loads over a smaller plane and still have plenty of daylight for more jobs.

With its Pratt & Whitney PT6A-60AG turbine powerplant, its 56-foot extended wingspan, and its wide-stance spring steel landing gear, dependable high-volume production is what the AT-602 is all about. But in the pilot's seat, you'll find the AT-602 is surprisingly light on the controls, with a spacious and functional layout and a host of pilot comforts. For 5-gallon work on center-pivot circles, the AT-602 is a dream; you'll knock them out in a single load.



PERFORMANCE NOTES

AT-602 with PT6A-60AG engine has 1050 SHP at 1700 RPM.

Slow-moving, 5-blade Hartzell prop keeps down the noise near communities.

With AT-802-sized tail/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 wide, uniform patterns.

Landing gear springs and heavy-duty brake discs are built for heavy landing weights.





AT-802A

With a payload of 9,200 lbs. and an 800-gallon hopper, the AT-802A stands alone. No other single-engine ag aircraft on the market offers more working capacity. But high capacity means little without high efficiency. So, with its combination of power, speed and payload, its long feature list, and its wide array of Air Tractor options, the AT-802A presents attractive new income opportunities for operators. Big aerial spraying jobs are only a start for the AT-802. These versatile aircraft are hard at work around the globe fertilizing and reseeding forests, applying dispersant on oil spills, and lots more. Ferry speeds of up to 190 m.p.h. help operators drive to work faster, stay longer, and complete the job in a single load. That's productivity unmatched in the ag aircraft industry.



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 agile and responsive.

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.







AIR TRACTOR PARTS, SERVICE, AND SUPPORT. STANDING BY...

During the past 40 years, Air Tractor has developed the ag aviation industry's most extensive, most resourceful and most reliable global dealer network to support our customers. That's why so many ag operators choose Air Tractor again and again throughout their career.

It's one thing to boast about a well-stocked parts inventory. It's quite another thing to have the parts inventory plus knowledgeable, experienced and responsive people to help you. People who care and show it with service that gets you back in the air with the least possible downtime.

Air Tractor dealers are invested in your success. They invest their time and money in technical training and the latest equipment for their mechanics. And that investment pays off every time we can get a loyal customer flying, and earning, again.

Air Tractor dealers know the aerial application business. In fact, many Air Tractor dealers began as operators. With that common experience with their customers, they understand the pressures and challenges you face every day, every season. So if the question is about your airplane, your operation, nozzles, GPS, variable rate technology, or the economics of moving to another aircraft, bigger or smaller, you can trust your Air Tractor dealer to have the answers you need.



AIR TRACTOR

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Specifications



SPECIFICATIONS

	AT-402B	AT-502B	AT-504	AT-602	AT-802A
Engine type	P&W PT6A-15AG	P&W PT6A-34AG	P&W PT6A-34AG	P&W PT6A-60AG	P&W PT6A-65AG ³
Engine SHP	680 @ 2200 RPM	750 @ 2200 RPM	750 @ 2200 RPM	1050 @ 1700 RPM	1295 @ 1700 RPM
Propeller	Hartzell HC-B3TN-3D/ T10282N+4	Hartzell HCB3TN-3D/ T10282NS+4	Hartzell HC-B3TN-3D/ T10282NS+4	Hartzell HC-B5MP-3C/ M10876ANS	Hartzell HC-B5MP-3F/ M11276NS
Take-off weight	9,170 lbs (4 159 kg)	9,400 lbs (4 264 kg)	9,600 lbs (4 354 kg)	12,500 lbs (5 670 kg)	16,000 lbs (7 257 kg)
Landing weight	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)
Empty weight w/ spray equipment	4,299 lbs (1 950 kg)	4,546 lbs (2 062 kg)	4,768 lbs (2 163 kg)	5,829 lbs (2 644 kg)	6,751 lbs (3 062 kg)
Useful load	4,871 lbs (2 209 kg)	4,854 lbs (2 202 kg)	4,832 lbs (2 191 kg)	6,671 lbs (3 026 kg)	9,249 lbs (4 195 kg)
Hopper capacity	400 US gal (1 514 L)	500 US gal (1 893 L)	485 US gal (1 836 L)	630 US gal (2 385 L)	800 US gal (3 028 L)
Fuel capacity	170 US gal ¹ (644 L)	170 US gal ² (644 L)	216 US gal (818 L)	216 US gal (817 L)	254 US gal ⁴ (961 L)
Wing span	51 ft (15,54 m)	52 ft (15,84 m)	52 ft (15,84 m)	56 ft (17,06 m)	592 ft (18,04 m)
Wing area	306 sq ft (28,45 m ²)	312 ft (29,01 m ²)	312 ft (29,01 m ²)	336 sq ft (31,24 m ²)	401 sq ft (37,29 m ²)
Main wheel size	29.00 x 11-10	29.00 x 11-10	29.00 x 11-10	29.00 x 11-10	11.00-12
Tail wheel size	5.00-5	5.00-5	5.00-5	17.5 x 6.25-6	17.5 x 6.25-6

ESTIMATED PERFORMANCE WITH SPRAY EQUIPMENT INSTALLED

Cruise speed at 8,000 ft (2 438 m)	162 mph (261 kph)	154 mph (248 kph)	151 mph (243 kph)	182 mph (293 kph)	191 mph (307 kph)
Working speed (typical)	120-140 mph (193-225 kph)	120-145 mph (193-233 kph)	120-145 mph (193-233 kph)	145 mph (233 kph)	130-160 mph (209-257 kph)
Stall speed, flaps up	77 mph (124 kph) at 7,000 lbs (3 175 kg)	82 mph (132 kph) at 8,000 lbs (3 629 kg)	75 mph (121 kph) at 8,000 lbs (3 629 kg)	99 mph (159 kph) at 12,500 lbs (5 670 kg)	107 mph (172 kph) at 16,000 lbs (7 257 kg)
Stall speed, flaps down	66 mph (106 kph) at 7,000 lbs (3 175 kg)	68 mph (109 kph) at 8,000 lbs (3 629 kg)	65 mph (105 kph) at 8,000 lbs (3 629 kg)	82 mph (132 kph) at 12,500 lbs (5 670 kg)	91 mph (146 kph) at 16,000 lbs (7 257 kg)
Stall speed as usually landed	53 mph (85 kph)	53 mph (85 kph)	53 mph (85 kph)	60 mph (97 kph)	63 mph (101 kph)
Rate of climb	800 fpm (244 mpn) at 8,600 lbs (3 901 kg)	870 fpm (265 mpn) at 9,400 lbs (4 264 kg)	860 fpm (262 mpn) at 9,600 lbs (4 354 kg)	650 fpm (198 mpn) at 12,500 lbs (5 670 kg)	780 fpm (237 mpn) at 16,000 lbs (7 257 kg)
Take-off distance	975 ft (297 m) at 8,600 lbs (3 901 kg)	1,140 ft (347 m) at 9,400 lbs (4 264 kg)	1,150 ft (351 m) at 9,600 lbs (4 354 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)
Range, economy cruise at 8,000 ft (2 438 m)	660 mi (1 062 km)	620 mi (998 km)	608 mi (978 km)	600 mi (966 km)	610 mi (982 km)

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

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

3 Optional engine is the PT6A-67AG with Hartzell HC-B5MA-3D/M11691NS propeller

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



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