

**COMANDO DA AERONÁUTICA  
DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO  
CENTRO TÉCNICO AEROESPACIAL**

**TYPE CERTIFICATE DATA SHEET Nº EA-2001T03**

Type Certificate Holder:

**AIR TRACTOR, INC**  
P.O.Box 485  
Olney, Texas 76374  
USA

EA-2001T03  
Sheet 01

AIR TRACTOR  
AT-802  
AT-802A

July 2002

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This data sheet, which is part of Type Certificate No. 2001T03, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

**I - Model AT-802 (Restricted Category), approved 22 July 2002.**

**ENGINE** Pratt & Whitney PT6A-65B, PT6A-65AG, PT6A-67AG

**PROPELLER AND PROPELLER LIMITS** Hartzell HC-B5MP-3C/M10876AS or  
HC-B5MP-3C/M10876ANS  
- Maximum diameter 281.9 cm (111.0 in)  
- Minimum diameter 281.2 cm(110.7 in)  
- Pitch settings high 79.0°, low 16.5°, reverse -11.0°  
at sta. 107.0 cm (42.0 in)  
(PT6A-65AG, PT6A-65B)

or

Hartzell HC-B5MA-3D/M11276 or  
HC-B5MA-3D/M11276N (thru s/n 802-0076)  
HC-B5MA-3D/M11276NS (s/n 802-0078 and subs.)  
- Maximum diameter 292.6 cm (115.2 in)  
- Minimum diameter 291.3 cm (114.7 in)  
- Pitch settings high 83.1°, low 13.9°, reverse -10.0°  
at sta. 107.0 cm (42.0 in).  
(PT6A-67AG)

**S/N'S ELIGIBLE** 802-0001 and subsequent.  
A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.

**II - Model AT-802A (Restricted Category), approved 22 July 2002.**

**ENGINE** Pratt & Whitney PT6A-65AG, PT6A-67AG, or PT6A-65B

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**PROPELLER AND PROPELLER LIMITS**

Hartzell HC-B5MP-3C/M10876AS or  
 HC-B5MP-3C/M10876ANS  
 - Maximum diameter 281.9 cm (111.0 in)  
 - Minimum diameter 281.2 cm(110.7 in)  
 - Pitch settings high 79.0°, low 16.5°, reverse -11.0°  
 at sta. 107.0 cm (42.0 in)  
 (PT6A-65AG, PT6A-65B)

or

Hartzell HC-B5MA-3D/M11276 or  
 HC-B5MA-3D/M11276N (thru s/n 802A-0073)  
 HC-B5MA-3D/M11276NS (s/n 802A-0074 on)  
 - Maximum diameter 292.6 cm (115.2 in)  
 - Minimum diameter 291.3 cm (114.7 in)  
 - Pitch settings high 83.1°, low 13.9°, reverse -10.0°  
 at sta. 107.0 cm (42.0 in).  
 (PT6A-67AG)

**S/N'S ELIGIBLE**

802A-0003 and subsequent.

A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.

**DATA PERTINENT TO ALL MODELS:****FUEL**

ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8.

**ENGINE LIMITS****PT6A-65B**

	SHP	Torque (lb.ft)	Nominal ITT °C	Max. Observed ITT °C	Ng %	NP rpm	Oil Pressure psig	Oil Temp. °C
Takeoff	1 100	3 625	-	820	104.0	1 700	90 to 135	10 to 99
Max. Cont.	1 100	3 625	-	810	104.0	1 700	90 to 135	10 to 99
Min. Idle (Run)	-	-	-	700	58.0	-	60 min.	-40 to 99
Starting	-	-	700	1 000(5)	-	-	0 to 200	-40 to 99
Transient	-	5 100	-	870(20)	104.0	1 870	40 to 200	0 to 110
Max. Reverse	900	-	-	760	-	1 650	90 to 135	0 to 99

**PT6A-65AG**

	SHP	Torque (lb.ft)	Nominal ITT °C	Max. Observed ITT °C	Ng %	NP rpm	Oil Pressure psig	Oil Temp. °C
Takeoff	1 295	4 000	-	820	104.0	1 700	90 to 135	10 to 99
Max. Cont.	1 220	3 770	-	810	104.0	1 700	90 to 135	10 to 99
Min. Idle (Run)	-	-	-	715	58.0	-	60 min.	-40 to 99
Starting	-	-	700	1 000(5)	-	-	0 to 200	-40 to 99

Transient	-	5 100	-	870(20)	104.0	1 870	40 to 200	-40 to 110
Max. Reverse	900	-	-	760	-	1 650	90 to 135	0 to 99

**ENGINE LIMITS (Cont.)**

PT6A-67AG	SHP	Torque (lb.ft)	Nominal ITT °C	Max. Observed ITT °C	Ng %	NP rpm	Oil Pressure psig	Oil Temp. °C
Takeoff	1 350	4 170	800	800	104.0	1 700	90 to 135	10 to 99
Max. Cont.	1 220	3 770	800	800	104.0	1 700	90 to 135	10 to 99
Min. Idle (Run)	-	-	-	750	56.0	-	60 min.	-40 to 99
Starting	-	-	700	1 000(5)	-	-	0 to 200	-40 to 99
Transient	-	5 100	-	870(20)	104.0	1 870	40 to 200	0 to 110
Max. Reverse	900	-	-	760	-	1 650	90 to 135	10 to 99

**OIL**

MIL-L-7808, MIL-L-23699.

**AIRSPEED LIMITS (CAS)**Never exceed ( $V_{NE}$ ):

- below 5 670 kg (12 500 lb):

227 mph (197 kt)

- above 5 670 kg (12 500 lb):

169 mph (147 kt)\*

167 mph (145 kt)\*\*

Maneuvering ( $V_A$ ):

169 mph (147 kt)\*

167 mph (145 kt)\*\*

Maximum structural cruise ( $V_{NO}$ ):

169 mph (147 kt)\*

167 mph (145 kt)\*\*

Flaps extended ( $V_{FE}$ )

142 mph (123 kt)

\*For s/n 802-0001 thru 802-0059 or 802A-0003 thru 802A-0058.

\*\* For s/n 802-0064 and subs. or s/n 802A-0060 and subs.

**C. G. RANGE**+58.4 cm (+23.0 in) to +68.6 cm (+27.0 in) at 7 258 kg (16 000 lb)  
(with PT6A-65 or PT6A-67 series)+58.4 cm (+23.0 in) to +77.7 cm (+30.6 in) at 6 713 kg (14 800 lb)  
(with PT6A-65 or PT6A-67 series)+58.4 cm (+23.0 in) to +81.3 cm (+32.0 in) at 4 627 kg (10 200 lb)  
(with Swathmaster Spreader)

+58.4 cm (+23.0 in) to +88.9 cm (+35.0 in) at 4 672 kg (10 300 lb)

Straight-line variation between points.

**LEVELING MEANS**

Screw heads on engine inlet air scoop

**MAXIMUM WEIGHT**7 258 kg (16 000 lb) (with PT6A-65 series or PT6A-67 series in  
sprayer configuration)6 895 kg (15 200 lb), (with PT6A-65 series or PT6A-67 series in  
duster configuration)7 258 kg (16 000 lb), (with PT6A-65 series or PT6A-67 series in  
fire bomber configuration)**NUMBER OF SEATS**1 at 213 cm (+84 in), 1 crew at 312.4cm (+123 in) when optional  
crew seat is installed in accordance with Dwg. 11742.

<b>MAXIMUM BAGGAGE</b>	One baggage compartment at +267 cm (+105 in). Max. capacity 27 kg (60 lb).		
<b>MAXIMUM HOPPER LOAD</b>	3992 kg (8 800 lb) at +52.1 cm (+20.5 in).		
<b>DATUM</b>	Wing leading edge.		
<b>MEAN AERODYNAMIC CHORD</b>			
<b>FUEL CAPACITY</b>	969 liters (256 US Gal) at +83.8 cm (+33.0 in) 946 liters (250 US Gal) usable capacity, one 473 liters (125 US Gal) tank in each wing. 1166 liters (308 US Gal) optional, 1143 liters (302 US Gal) usable. 1438 liters (380 US Gal) optional, 1416 liters (374 US Gal) usable		
<b>OIL CAPACITY</b>	9.5 liters (2.5 US Gal) total, 5.7 liters (1.5 US Gal) usable.		
<b>CONTROL SURFACE MOVEMENTS:</b>	Elevator:	Up 29° ±1°	Down 15° ±1°
	Elevator trim tab:	Up 8° ±1.5°	Down 11° ±1.5°
	Rudder:	Right 24° ±1°	Left 24° ±1°
	Aileron:	Up 17° ±1°	Down 13° ±1°
	Wing flaps:	Down 30° ±1.5°	
<b>IMPORT ELIGIBILITY</b>	<p>A Brazilian Certificate of Airworthiness may be issued on the basis of an FAA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:</p> <p style="padding-left: 40px;">“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the CTA Type Certificate no. 2001T03 and in condition of safe operation”.</p> <p>The CTA Report H.10-2030-00, dated 22 July 2002 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. (See note 4)</p>		
<b>CERTIFICATION BASIS</b>	<p>Brazilian Type Certificate No. 2001T03 issued on 22 July 2002 based on:</p> <ul style="list-style-type: none"> <li>- The certification basis for the aircraft models is RBHA 23 corresponding to FAR Part 23 - including Amendments 23-01 through 23-42 (Restricted Category) effective on 04 February 1991, with the following sections below being defined as appropriate and 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 RBHA 21.25 (b)(1) and 21.25 (b)(2), including the special purpose of drug eradication in accordance with RBHA 21.25(b)(7) for the application of herbicides: <ul style="list-style-type: none"> <li>(1) 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:</li> </ul> </li> </ul>		

**CERTIFICATION BASIS  
(Cont.)**

Appropriate RBHA/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 and 802A-0003 thru 802A-0083 do comply with 23.629(f).

- (2) At baseline weight: defined as a reference weight not to be less than 75 percent of the maximum weight (above), RBHA/FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per RBHA 21.25(a)(1): 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 {RBHA/FAR 23.49 (b)(1)} 61 kt stall speed.
  - Equivalent Safety Finding to RBHA 23.562, dated 14 September 1992.

**PRODUCTION CERTIFICATION** FAA PC2SW**REQUIRED EQUIPMENT**

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane. 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;
- e. Additional RBHA 91 equipment:
  - Specifically for fire fighting purpose or at the baseline weight configuration: an approved and portable or automatic ELT.
  - For night VFR flights: an artificial horizon; a VHF bilateral radio communication; and a portable electric flash light.
- f. Additional RBHA 137 equipment: breathing masks incorporating a filter to protect against toxic product inhalation; anti-shock helmet with devices to hold lapsuns and noise baffles; leather shoes; and flight clothing with fire resistant long sleeves.

**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)

**AGRICULTURAL DISPERSAL  
EQUIPMENT (Cont.)**

- 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**

- 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. 60177)
- King transponder (Dwg. 60434)
- King LMH 3142 radio (Dwg. 60436)
- King DME (Dwg. 60451)
- King HIS/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)

**NOTES:**

- NOTE 1:** Weight and balance. 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: 18.1 kg (40 lb) at +83.3 cm (33.0 in).
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**NOTE 2:** Markings and placards. The following information on placards pertaining to flight and operating limitations must be displayed.

(a) On all Canopy Doors: RESTRICTED.

(b) Attached to skin of aircraft:

(1) Next to Fuel Filler Caps:

COMBUSTÍVEL JET A1 – 484 LITROS.  
OS TANQUES SÃO INTERLIGADOS. AGUARDE A EQUALIZAÇÃO DO  
NÍVEL ANTES DE COLOCAR A TAMPA  
É PROIBIDO O USO DE COMBUSTÍVEL AROMÁTICO

(2) Next to Fuel Filler Caps:

ATENÇÃO  
ANTES DE ABASTECER A AERONAVE PROCEDA AO  
ATERRAMENTO ELÉTRICO PRENDENDO O FIO TERRA AO ANEL DE  
REBOQUE DO TREM DE POUSO

PARA OPERAÇÃO ABAIXO DE 4.5°C(40°F) DEVE SER ADICIONADO AO  
COMBUSTIVEL ADITIVO ANTI-GELO SEGUNDO A NORMA MIL-I-27686 OU  
PHILIPS PFA-55MB EM CONCENTRAÇÕES NÃO INFERIORES A 0.06% OU  
SUPERIORES A 0.15% EM VOLUME

(3) Next to oil filler cap:

CAPACIDADE MÁXIMA DO TANQUE DE ÓLEO  
10.0 QTS

(4) Next to pitot static buttons:

TOMADA DE AR ESTÁTICO – MANTENHA LIMPA.

(5) On side of engine scoop:

PONTO DE NIVELAMENTO.

(6) On baggage door:

“BAGAGEM MÁXIMA 27 KG”

(7) On top of Hopper Lid:

PARA FINALIDADES AGRÍCOLAS:  
CARGA MÁXIMA NO HOPPER 3 992 KG (8 800 LB)  
PESO MÁXIMO DA AERONAVE 7 257 KG (16 000 LB)

(8) On top of engine cowl when computerized FIRE bomber gate and vent is installed:

FLUIDO HIDRÁULICO  
CAPACIDADE  
98.4 LITERS (2.6 U.S. GAL)

(9) Above canopy door handles:

ABERTO

(10) On L/H Canopy door:

SAIDA DE EMERGÊNCIA  
ABRIR

(11) Bellow windshield washer fill:

ABASTECIMENTO DO RESERVATÓRIO  
DO LIMPADOR DE PARABRISA

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**NOTE 2:  
(Cont.)**

(12) Bellow Hopper Rinse Fill:

ABASTECIMENTO DO TANQUE  
DE LIMPEZA DO HOPPER

(13) For AT-802A only, if loader seat compartment (if installed):

OCCUPANT MUST ATTACH SEATBELT AND SHOULDER HARNESS  
AND WEAR A D.O.T. APPROVED OR MIL-SPEC CRASH HELMET

“ATENÇÃO – VERIFIQUE O FECHAMENTO CORRETO DA PORTA DO BAGAGEIRO.  
A SUA ABERTURA EM VÔO PODE RESULTAR EM DANOS À PORTA,  
AO REVESTIMENTO DA FUSELAGEM E CONSEQUENTE  
DIFICULDADE EM MANOBRAR A AERONAVE.”

(c) In full view of pilot:

- (1) THIS AIRPLANE MUST BE OPERATED IN RESTRICTED CATEGORY IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS. DESIGN MANEUVERING SPEED 162 MPH. MAX FLAP DOWN SPEED 142 MPH, MAX CROSSWIND VELOCITY LANDING 20 MPH. ALT. LOSS FROM STALL 280 FT.
- (2) THE OPERATION OF THIS AIRPLANE IS LIMITED TO DAY VFR CONDITIONS. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED.
- (3) PUSH STICK FORWARD TO UNLOCK TAILWHEEL.
- (4) PARK BRAKE OPERATION:  
ON: DEPRESS PEDAL AND PULL LEVER  
OFF: DEPRESS PEDALS
- (5) DO NOT OPERATE ENGINE ABOVE 2000ft/lbs TORQUE ON GROUND RUN UP OR TAIL WILL COME UP. FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED. FLIGHT IN VISIBLE MOISTURE BELOW 4.5°C (40°F) PROHIBITED. FLIGHT BELOW 0°F PROHIBITED. USE PRIST WHEN OPERATING BELOW 4.5°C (40°F). MAXIMUM OPERATIONAL ALTITUDE 12500 FT. MSL.
- (6) WARNING: DO NOT MOVE POWER LEVER INTO REVERSE POSITION WITH ENGINE STOPPED OR CONTROLS WILL BE DAMAGED.
- (7) DO NOT OPERATE PUMP ABOVE 160 MPH.
- (8) WARNING: SULFUR DUSTING IS PROHIBITED UNLESS SPECIAL FIRE PREVENTION MEASURES ARE INCORPORATED IN THE AIRCRAFT.
- (9) Warning light placards: LOW FUEL, FUEL FILTER, CHIP DETECT, AIR FILTER, PROP IN BETA, GENERATOR OUT, when installed, RINSE PUMP.
- (10) Next to airspeed indicator: MANEUVERING SPEED 162 MPH IAS
- (11) Next to compass card: COMPASS CORRECTION WITH RADIOS OFF
- (12) On boom pressure gauge: BOOM PRESSURE
- (13) É REQUERIDO O USO DE UM CAPACETE APROVADO DURANTE A OPERAÇÃO DA AERONAVE.
- (14) NÃO FUME
- (15) On engine control quadrant:  
Next to Power Lever: REV  
At the stop detent: IDLE  
On power control Lever: POWER  
At respective HI and LO idle positions: FLIGHT and RUN.



- NOTE 2:** (16) On prop control lever: P, on aft end of travel: F, and on start control lever: S  
(Cont.) (17) On canopy doors: SE AS PORTAS NÃO ABRIREM APÓS PILONAMENTO EMPURRE PARA FORA A JANELA COM OS JOELHOS OU PÉS.  
(18) WARNING TURN OFF STROBE LIGHTS WHEN TAXIING IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUD, FOG, OR HAZE, STANDARD POSITION LIGHTS TO BE ON FOR ALL NIGHT OPERATIONS.  
(19) On floor next to Emergency Engine Induction door lever (If installed): PULL UP FOR EMERGENCY ENGINE INDUCTION SYSTEM  
(20) Below green light at top of upper instrument panel (if installed): FIRE GATE “ARMED”  
Below yellow caution light at top of upper instrument panel (if installed): LOW HYDR PRESSURE  
(21) On upper instrument Panel on aircraft configured per drawing 11615: THIS AIRCRAFT COMPLIES WITH THE REQUIREMENTS OF AIR TRACTOR DRAWING 11615. (See Note 5)  
(22) On instrument panel: A STALL DURING SKIDDING TURNS WILL CAUSE THE NOSE TO PITCH DOWN SHARPLY AND RESULT IN A SIGNIFICANT LOSS OF ALTITUDE MAINTAIN COORDINATED FLIGHT AT ALL TIMES  
(23) On the emergency dump pressure gauge bracket forward of the power lever: E-DUMP PRESSURE – MIN 50 PSI\*  
\* Firebombing models with pneumatic E-dump systems only.  
(24) For only AT-802A  
On instrument panel if loader seat is installed: LOADER SEAT MUST NOT BE OCCUPIED DURING CHEMICAL APPLICATION OR WHEN P/N 54497 SWATHMASTER SPREADER IS INSTALLED.  
On top of FCU Override Lever (if installed): CAUTION FCU OVERRIDE UNLOCK – PUSH FOR POWER.

**NOTE 3:** Continuing Airworthiness. Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual.

- NOTE 4:** The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:
1. The Brazilian Airplane Flight Manual dated 06 May 2002 and further revisions.
  2. Markings and Placards: see note 2.
  3. Wing Center Splice Reinforcements must be installed in accordance with Air Tractor top drawing 11760 or a fail-safe plate installation must be incorporated in accordance with Snow Engineering Co. Service Letter No. 203 in a repair station approved by FAA to accomplish this modification.
  4. Tank installation: header tank ventilation and drain per drawing No. 11337 and main fuel tank (wing leading edge area) ventilation and drain per drawing No. 20228 must be installed.
  5. Cowling and Nacelle: cowling and nacelle pod drainage per drawing No. 51235 “E” must be installed.
  6. Beta Light: beta light indication to low propeller pitch angle through a new 50486-8 microswitch installation.
  7. Specific operational equipment (see Required Equipment).
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**NOTE 5:** The placard “FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED” may be deleted when lightning-safe modifications have been incorporated in accordance with drawing 11615.

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**JOSÉ CARLOS ARGOLO – Cel.-Av.**  
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(Director, Instituto de Fomento e Coordenação Industrial)

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