



Guide to **Air Tractor Aircraft**

for Asian & Pacific Region Customers





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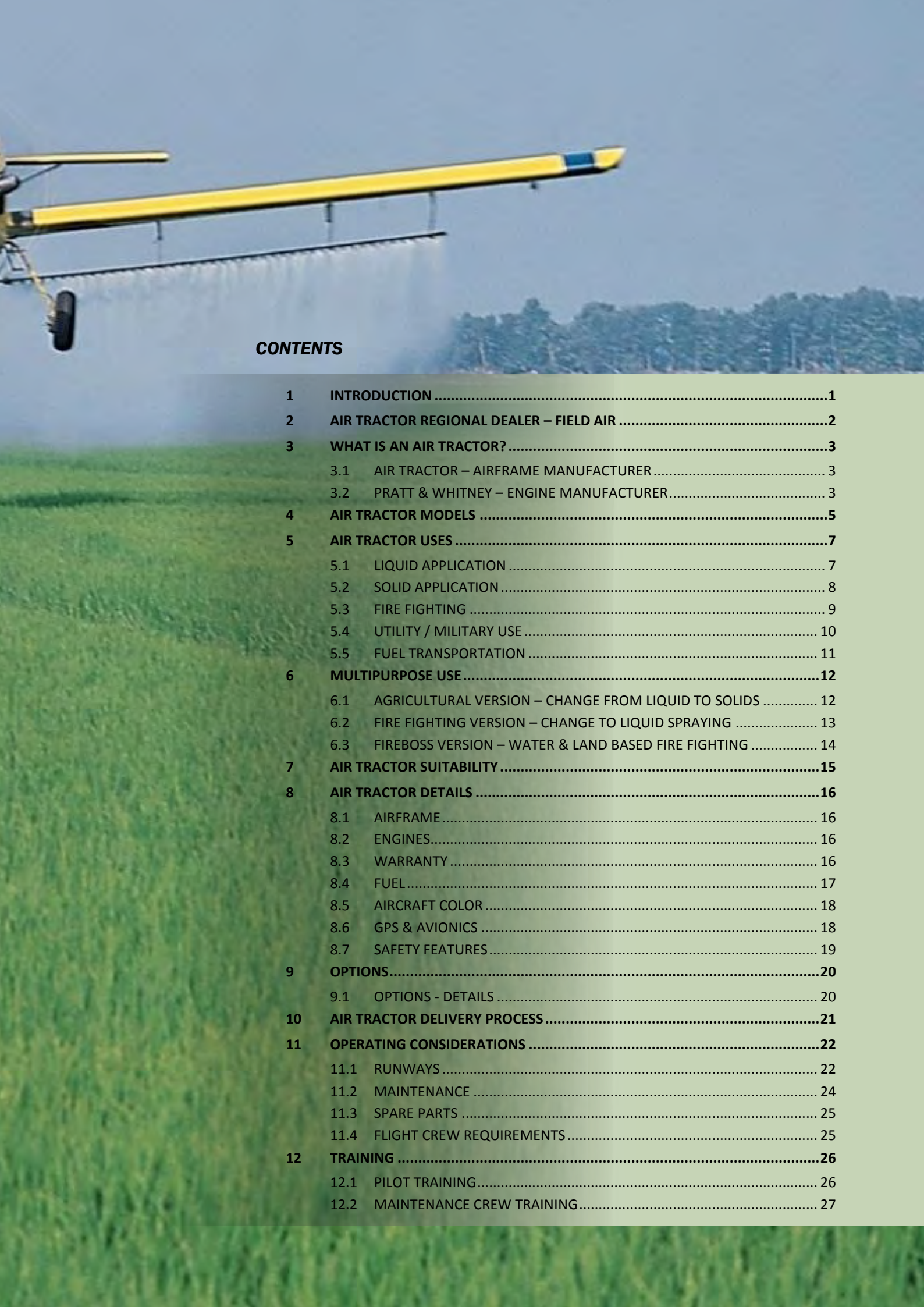
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CONTENTS

1	INTRODUCTION	1
2	AIR TRACTOR REGIONAL DEALER – FIELD AIR	2
3	WHAT IS AN AIR TRACTOR?	3
3.1	AIR TRACTOR – AIRFRAME MANUFACTURER	3
3.2	PRATT & WHITNEY – ENGINE MANUFACTURER	3
4	AIR TRACTOR MODELS	5
5	AIR TRACTOR USES	7
5.1	LIQUID APPLICATION	7
5.2	SOLID APPLICATION	8
5.3	FIRE FIGHTING	9
5.4	UTILITY / MILITARY USE	10
5.5	FUEL TRANSPORTATION	11
6	MULTIPURPOSE USE	12
6.1	AGRICULTURAL VERSION – CHANGE FROM LIQUID TO SOLIDS	12
6.2	FIRE FIGHTING VERSION – CHANGE TO LIQUID SPRAYING	13
6.3	FIREBOSS VERSION – WATER & LAND BASED FIRE FIGHTING	14
7	AIR TRACTOR SUITABILITY	15
8	AIR TRACTOR DETAILS	16
8.1	AIRFRAME	16
8.2	ENGINES	16
8.3	WARRANTY	16
8.4	FUEL	17
8.5	AIRCRAFT COLOR	18
8.6	GPS & AVIONICS	18
8.7	SAFETY FEATURES	19
9	OPTIONS	20
9.1	OPTIONS - DETAILS	20
10	AIR TRACTOR DELIVERY PROCESS	21
11	OPERATING CONSIDERATIONS	22
11.1	RUNWAYS	22
11.2	MAINTENANCE	24
11.3	SPARE PARTS	25
11.4	FLIGHT CREW REQUIREMENTS	25
12	TRAINING	26
12.1	PILOT TRAINING	26
12.2	MAINTENANCE CREW TRAINING	27



1 INTRODUCTION



Welcome to our Guide to Air Tractor Aircraft!

This guide has been designed to provide a comprehensive entry level introduction to Air Tractor aircraft and their operation throughout the Asia Pacific Region.

First introduced in 1973, there are now over 160 Air Tractors operating across Australia in all facets of agriculture as well as fixed wing firebombing. Likewise in New Zealand and Asia, there is increasing acceptance of Air Tractor aircraft due to the aircraft's abilities and performance characteristics.

The Air Tractor AT-502B and Air Tractor AT-802 range are by far the most predominant models. Air Tractor's alone comprise almost 60% of the Australian agricultural and firebombing fixed wing fleet.

We trust you find this guide a useful resource.

Should you require more information, please do not hesitate to contact our Head Office (details inside cover). Alternatively visit our website:

<http://www.fieldair.com.au/dealership-region.php>

We also have our Air Tractor Choices Brochure available online:

<http://www.fieldair.com.au/sales-downloads.php>



2 AIR TRACTOR REGIONAL DEALER – FIELD AIR

Field Air is an Australian company based at Ballarat, one hour drive west of the city of Melbourne in South Eastern Australia.

Field Air was established in 1963 and is involved in aerial agriculture, aerial firefighting and aircraft maintenance and aircraft sales.

Since 1978, Field Air have been the Asia Pacific Dealer for Air Tractor agricultural aircraft.

Air Tractor aircraft are manufactured in Texas in the United States of America. These aircraft are fitted with Pratt and Whitney engines which are manufactured in Quebec in Canada.



Field Air's Air Tractor Dealer Territory in yellow

In addition to being the Air Tractor dealer representative in the region, Field Air also operate:

- An aircraft maintenance division servicing Air Tractor as well as many other aircraft types
- An agricultural aircraft division providing aerial spraying, fertilizing and seeding services
- A firebombing division operating large Air Tractor aircraft



3 WHAT IS AN AIR TRACTOR?

Air Tractor is a brand of agricultural aircraft. The body of the aircraft (the fuselage or airframe) is made in the USA and the engine in Canada.

3.1 AIR TRACTOR – AIRFRAME MANUFACTURER

Air Tractor is a United States company based at Olney, a four hour drive north-west of Dallas in Texas, USA.

Established in 1973, Air Tractor is the World's leading manufacturer of single engine agricultural and firefighting aircraft.



3.2 PRATT & WHITNEY – ENGINE MANUFACTURER

Pratt and Whitney are a Canadian company based in Quebec, Canada.

They have a long standing reputation of providing dependable engine to all areas of aviation and industry.

Pratt & Whitney manufacture the world renowned “PT6A” series of turboprop engines that are installed across the entire Air Tractor range.





Air Tractor model AT-402B



Air Tractor model AT-502B



Air Tractor model AT-602B



Air Tractor model AT-504



Air Tractor model AT-802A
(single cockpit)



Air Tractor model AT-802F
(tandem cockpit)



4 AIR TRACTOR MODELS

Air Tractor aircraft are currently manufactured in five different sizes.

These are the 400, 500, 600, 800 and 820 gallon series of aircraft. This refers to the capacity of the load space which is known as the “hopper”. The hopper is a fiberglass tank that fits into the airframe between the engine and cockpit and directly over where the wings are joined to the main fuselage.

In each series, there are a number of current models in production as follows:

SERIES	MODEL	DESCRIPTION	ENGINE OPTIONS
AGRICULTURAL			
400 gallons	AT-402A	Single cockpit agricultural aircraft	PT6A-11AG
	AT-402B	Single cockpit agricultural aircraft	PT6A-15AG PT6A-34AG
500 gallons	AT-502B	Single cockpit agricultural aircraft	PT6A-34AG
	AT-502XP	Single cockpit agricultural aircraft	PT6A-140AG
	AT-502A	Single cockpit agricultural aircraft	PT6A-60AG
	AT-504	Dual cockpit agricultural aircraft	PT6A-34AG
600 gallons	AT-602	Single cockpit agricultural aircraft	PT6A-60AG PT6A-65AG
800 gallons	AT-802A	Single cockpit agricultural aircraft	PT6A-65AG PT6A-67AG
	AT-802	Tandem cockpit agricultural aircraft	PT6A-65AG PT6A-67AG
FIREBOMBING			
820 gallons	AT-802AF	Single cockpit firebombing aircraft	PT6A-67AG PT6A-67F
	AT-802F	Tandem cockpit firebombing aircraft	PT6A-67AG PT6A-67F
	AT-802AF Fireboss	Single cockpit amphibious firebombing aircraft fitted with floats	PT6A-67F
UTILITY			
Utility Category	AT-802U	Tandem cockpit utility/military aircraft	PT6A-67AG PT6A-67F
	AT-802 Fuel Hauler	Purpose built aircraft for transport of fuels	PT6A-67F

400 US Gallon = 1,514 litres, 500 US Gallon = 1,893 litres, 600 US Gallon = 2,385 litres

800 US Gallon = 3,030 litres, 820 US Gallon = 3,200 litres





Air Tractor model AT-802AF
(Amphibious Fireboss)



Air Tractor model AT-802AF
(Amphibious Fireboss)



Air Tractor model AT-802
(Fuel Hauler)



AT-802 ISR & Security
(Military / Surveillance)



5 AIR TRACTOR USES

Air Tractor aircraft can be used for a range of different purposes. These can be put into four categories as follows:

1. Liquid application – often referred to as “spraying”
2. Solid application – often referred to as “spreading” also includes “seeding” and “baiting”
3. Firebombing – includes water scooping for the “FireBoss” model
4. Other aerial work - such as surveillance and military applications

5.1 LIQUID APPLICATION

For liquid application, a “spray system” is fitted to the aircraft.

This system includes a spray boom mounted under each wing, spray nozzles fixed to the boom and a wind driven spray pump underneath the aircraft.

Often a spray controller is fitted in the cockpit.



WEEDS & PLANTS (Herbicides)
BUGS & INSECTS (Insecticides)
MOULD & ROT (Fungicides)



5.2 SOLID APPLICATION

For solid application, a “spreader” is fitted to the aircraft.

This can be used to spread fertilizer, seed or bait. Spreaders for both low and high volume applications are available.



SEEDING & SOWING (eg. rice)
FERTILIZERS (eg. superphosphate, urea)
BAITS (eg. snail and mice)



5.3 FIRE FIGHTING

For fire fighting, a computer controlled fire door is fitted to the underneath of the aircraft.

The door controls the density of the drop (this is referred to as “coverage level”).

The door can also allow either full or part (called “split” drops) to be made.

Air Tractor fire fighting aircraft can be either wheeled or amphibious (capable of landing on both land and water). The amphibious version is called the FireBoss.

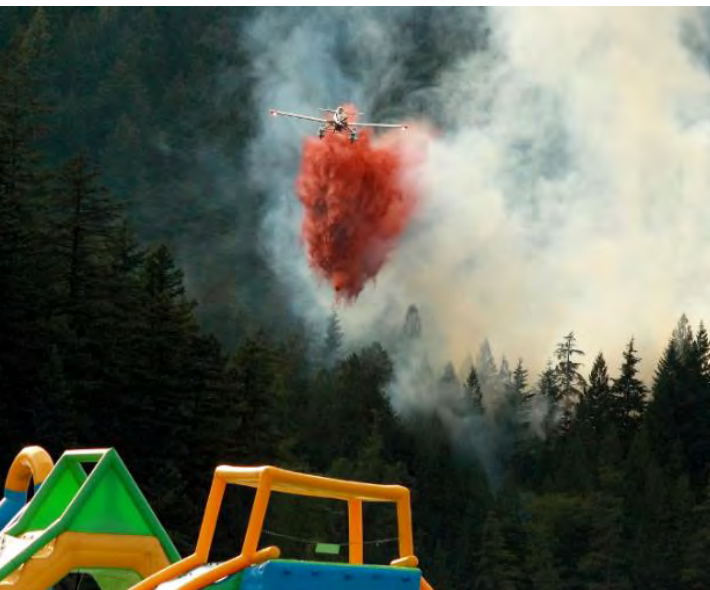
Top Right: AT-802 delivering retardant

Middle Right: AT-802 delivering foam

Both Below: AT-802 amphibious Fireboss aircraft – one with retardant, the other foam



FIRE RETARDANTS
FOAMS
GELS



5.4 UTILITY / MILITARY USE

The largest of the Air Tractor aircraft range, the AT-802, can also be configured for both utility and military applications.

Modifications include **armor protection to the cockpit, engine and fuel systems** as well as a range of radar and other surveillance equipment.

The aircraft can then be used for surveillance, coast watch or spraying of illegal plantations. A variety of weapons platforms can also be fitted to hard points on the airframe.

BORDER PATROL (coastal surveillance)
LIGHT ATTACK (fit with guns, bombs)
SPRAYING (coastal oil spills, illegal crops)
HUMANITARIAN AID (carry medical or other supplies)



5.5 FUEL TRANSPORTATION

The Air Tractor AT-802 aircraft can undergo a special conversion to make it suitable to hauling of fuel to remote locations.

The fuel transporter or as it is more commonly known “fuel hauler” conversion is done by a company in Canada.

Air Tractor AT-802 “Fuel Hauler” aircraft operate in Alaska, the northern province of Canada as well as Indonesia and Papua New Guinea. They have a load capacity of 4,000 litres and can transport a number of fuel types including diesel, kerosene, JET A1 and other petroleum products.



DIESEL
KEROSENE
JET A1 – AVTUR
PETROL - GASOLINE



6 MULTIPURPOSE USE

6.1 AGRICULTURAL VERSION – CHANGE FROM LIQUID TO SOLIDS

For those aircraft that are primarily for the agricultural purpose, the aircraft can easily be changed from liquid application mode to solid application mode.

This changeover can be done in less than 30 minutes. It is quite normal in established operations for Air Tractor aircraft to do liquid application in the morning and then switch over to solid application in the afternoon. Exactly the same aircraft is pictured in the two images shown below, one image showing the spraying configuration and the other showing spreading setup.



Above: Air Tractor AT-402B fitted with spray pump and spray booms for morning spray operations

Below: Same Air Tractor AT-402B fitted with fertilizer spreader for afternoon spreading operations



6.2 FIRE FIGHTING VERSION – CHANGE TO LIQUID SPRAYING

The larger model 800 series aircraft that are fitted with the computerized fire door system can also be easily modified to also conduct liquid spraying application.

This allows these aircraft to be used for firebombing during the fire season and then used for liquid spraying applications once the fire season has finished.

Right: Air Tractor AT-802F fitted with spray pump beside the computerized fire fighting door



Right: Air Tractor AT-802 fitted with fire fighting door and spray booms together

Below: Spray booms are easily removed during the fire season



SWAP FROM SPRAYING TO
FIRE FIGHTING (AND BACK AGAIN)
QUICK & EASY



6.3 FIREBOSS VERSION – WATER & LAND BASED FIRE FIGHTING

The 800 series aircraft fitted with the Fireboss floats can be used in both water and land based fire fighting operations without removing the floats. The floats are fitted with wheels allowing landings on normal runways as well as landings on water.



7 AIR TRACTOR SUITABILITY

Within the Air Tractor range of aircraft, some models are more suited to some uses than others.

The following table is a guide to the **most suited application purpose** for each model.

SERIES	MODEL	DESCRIPTION	LIQUID	SOLID	FIREBOMB	OTHER
AGRICULTURAL						
400 gallon	AT-402A	Agricultural aircraft	✓	✓	✗	✓
	AT-402B	Agricultural aircraft	✓	✓	✗	✓
500 gallon	AT-502B	Agricultural aircraft	✓	✓	✓	✓
	AT-502XP	Agricultural aircraft	✓	✓	✓	✓
	AT-502A	Agricultural aircraft	✓	✓	✓	✓
	AT-504	Agricultural aircraft	✓	✓	✓	✓
600 gallon	AT-602	Agricultural aircraft	✓	✓	✓	✓
800 gallon	AT-802A	Agricultural aircraft	✓	✓	✓	✓
	AT-802	Agricultural aircraft	✓	✓	✓	✓
FIREBOMBING						
820 gallon	AT-802AF	Firebombing aircraft	✓	✗	✓	✓
	AT-802F	Firebombing aircraft	✓	✗	✓	✓
	AT-802AF Fireboss	Amphibious firebombing aircraft fitted with floats	✗	✗	✓	✓
UTILITY						
Utility Category	AT-802U	Utility/military aircraft	✓	✗	✗	✓
	AT-802 Fuel Hauler	Fuel transporter	✗	✗	✗	✓

KEY: ✓ = Ideal for this purpose ✓ = Can be used for this purpose ✗ = Not suited for this purpose



8 AIR TRACTOR DETAILS

8.1 AIRFRAME

The Air Tractor aircraft is a purpose built aircraft designed primarily for aerial agricultural and firebombing purposes. The airframe is a very strong design of corrosion treat tubular construction.

All Air Tractor models are tailwheel aircraft with fixed undercarriage.



Air Tractor AT-504 – in process of reassembly in Australia

TUBULAR STEEL FRAME
ANTI-CORROSION FILLED
FULL WARRANTY COVERING
BOTH AIRFRAME & ENGINE

8.2 ENGINES

The modern range of Air Tractor aircraft run the Pratt and Whitney “PT6A” series of turbo prop engines.

These engines range from the 500 shaft horsepower (SHP) PT6A-11AG engine fitted to the Air Tractor AT-402B model right up to the 1,700 SHP PT6A-67F fitted in the Air Tractor AT-802F firebomber.

Optionally, performance trend monitoring is available.



8.3 WARRANTY

The Air Tractor airframe is fully warranted for 1 year or 500 hours, plus 2 years or 1,000 hours on major structural components. Air Tractor provides extended warranty on all PT6A engines to 2,500 hours or 5 years.

8.4 FUEL

The Pratt and Whitney turbine engine fitted to the Air Tractor aircraft is designed to run on JET A1 fuel. In some parts of the world this is referred to as AVTUR or Aviation Kerosene.

The fuel tanks on all Air Tractors models are located in each wing.

There is a fuel cap on each wing that can be opened for over wing non-pressure refueling.

As an option, a Single Point Refuelling system can be installed on the aircraft. This enables pressure refueling from the ground using a connection point on the left of the main fuselage just behind the cockpit.

Fuel consumption varies by aircraft model and engine model selected.

Below are some approximate fuel consumption rates for each series of Air Tractor.

Top: Optional Single Point Refueling

Right: Standard over wing refueling



SERIES	FUEL CONSUMPTION*	FUEL TANK SIZE RANGE
400 gallon Series	~170 litres per hour	170 to 234 US Gallons (644 to 885 Litres)
500 Gallon Series	~220 litres per hour	170 to 234 US Gallons (644 to 885 Litres)
600 Gallon Series	~280 litres per hour	234 to 194 US Gallons (644 to 1105 Litres)
800 Gallon Series	~310 litres per hour	254 to 380 US Gallons (960 to 1440 Litres)
820 Gallon Series	~330 litres per hour	254 to 380 US Gallons (960 to 1440 Litres)

**Actual fuel consumption will vary according to engine type, aircraft load, work type, altitude and temperature.*



8.5 AIRCRAFT COLOR

The standard paint scheme is traditional Air Tractor yellow with blue striping. Alternative paint schemes are available as an option.



8.6 GPS & AVIONICS

New Air Tractor aircraft are built with a standard cockpit panel containing the normal range of aviation instruments for an aircraft of this type. Pictured above is a typical cockpit panel payout in a dual cockpit dual control Air Tractor AT-504.

The Air Tractor factory can also install a range of optional avionics or radios on the production line.

Options for “glass panel” engine and fuel instrumentation such as the MVP-550 are progressively being rolled out across some models in the Air Tractor range.

Field Air also regularly arranges after-market installation of specific radio and avionic equipment in order to meet the customer’s specific requirements.



8.7 SAFETY FEATURES

Air Tractor aircraft feature a range of safety features.

The rugged design and tubular structure of the aircraft makes it one of the safest and most crashworthy agricultural aircraft ever designed.

Some of the Air Tractor safety features include:

- Strong tubular airframe construction
- Conservative life limits on key airframe components
- AMSAFE Inflatable seat harnesses
- Fire extinguisher
- Electric turn coordinator
- Wire cutters*
- Vortex Generators*
- Lightning Safe Protection*
- TCAS (Traffic Collision Avoidance System)*

*Optional safety items marked with **



Above: AMSAFE Inflatable safety harness (standard)

Left: Vortex Generators (option)

Below: Wire Cutters (option)



9 OPTIONS

The modern Air Tractor comes with many inbuilt features. Customers can tailor their new aircraft to meet their specific requirements.

Optional features that can be installed either at the factory or the dealer's workshop include:

- Larger wing fuel tanks
- Advanced avionics and radio installs
- GPS application guidance systems (such as Satloc or TracMap)
- Trend monitoring (such as Perkins DAMM or PWC ADIS systems)
- Single point fueling systems
- Custom paint
- Larger engine options
- Various Safety Features listed as options (earlier in this document).

9.1 OPTIONS - DETAILS

Extra options and reasons they may be of interest:

LARGER FUEL TANKS	Useful for extended ferry trips
RADIO RACK INSTALLATIONS	Easily swap radios in or out of the aircraft as need
GPS GUIDANCE SYSTEMS	Accurate product placement. Greater safety as no need for flagmen
TREND MONITORING	Engine performance automatically monitored, triggers alarms if engine is operated outside exceedances and so protects engine life.
SINGLE POINT FUELING	Fuel loads both wings from single point. Greater safety as there is no need to climb on wings.
CUSTOM PAINT	Your aircraft may be painted to your specification for corporate branding or other purposes.
LARGER ENGINE OPTIONS	Larger engine = better performance in more challenging conditions
WIRE CUTTERS	Protect your pilot and investment. Wire cutters reduce the severity of wire strikes.
VORTEX GENERATORS	Allows low speed flight speeds without risk of stalling
LIGHTNING SAFE PROTECTION	Protects pilot and aircraft in poor conditions
TCAS – COLLISION AVOIDANCE	Reduce risk of mid-air collisions in crowded airspaces



10 AIR TRACTOR DELIVERY PROCESS

After a new Air Tractor comes off the production line in Texas USA, final quality checks are carried out. The aircraft is then put through a series of test flights.

For the Asia Pacific region, aircraft in the 400, 500 and 600 gallon series are disassembled at the factory and packed into large shipping containers. The aircraft are then sea freighted to their country of destination before being reassembled. In some cases the aircraft are shipped to Australia for reassembly before being flown from there to their final destination.

Field Air maintenance engineers assist the customer with reassembly and this is often used as a training and induction exercise for the customer's maintenance staff.

400, 500 and 600 GALLON SERIES
ARRIVE IN SHIPPING CONTAINERS

800 GALLON AIRCRAFT USE OWN POWER



Air Tractor AT-602 with wings removed being taken out of a shipping container prior to re-assembly

The 800 gallon series of aircraft are large enough to fly to their delivery destination. The additional fuel capacity required for the trip is gained by using the aircraft hopper for fuel storage. The normal route is from the West Coast of mainland USA to Hawaii and then through a variety of Pacific Islands into Asia or down into Australia and New Zealand.

Using the hopper for additional fuel storage, 400, 500 and 600 gallon series Air Tractor aircraft can be flown between Australia and South East Asia and Australia and New Zealand.



11 OPERATING CONSIDERATIONS

11.1 RUNWAYS

The Air Tractor aircraft's robust construction makes it suitable to operate from a range of runways and airfields. This includes:

 Concrete  Asphalt-bitumen  Grass  Dirt-gravel  Water



Runway Lengths*

AIRCRAFT SERIES	RUNWAY LENGTH^
400 Gallon Series	~ 600 – 800 metres*
500 Gallon Series	~ 600 – 800 metres*
600 Gallon Series	~ 600 – 800 metres*
800 Gallon Series	~ 600 – 800 metres*
820 Gallon Series Firebomber	~ 600 – 800 metres*
820 Gallon Series Fireboss Firebomber	~700+ metres of water (scoop)

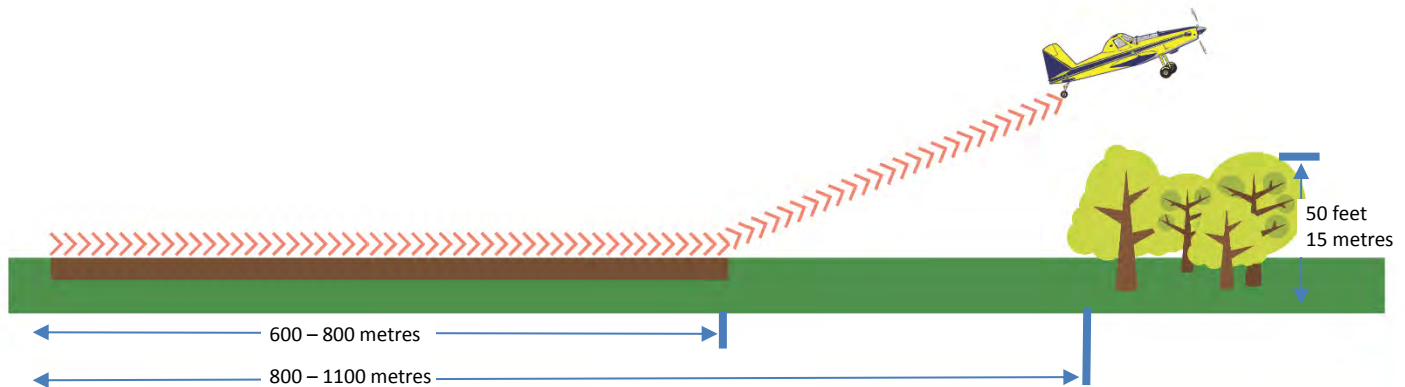
*Actual runway length will vary according to engine type, runway surface and slope, wind direction, aircraft load, MTOW, altitude and temperature.

^Runway lengths shown are for a sealed surface, flat runway, zero wind, at mean sea level (MSL), ISA conditions



Runway Considerations

In addition to the actual runway length, the runway has to be located so that the aircraft when taking off can clear a 50 foot (15 metre) obstacle as shown in the following diagram.



CONCRETE
ASPHALT - BITUMEN
GRASS
DIRT
WATER



Air Tractor AT-502B taking off from a grass airfield



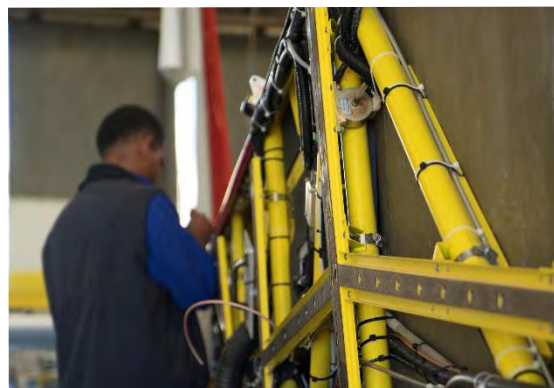
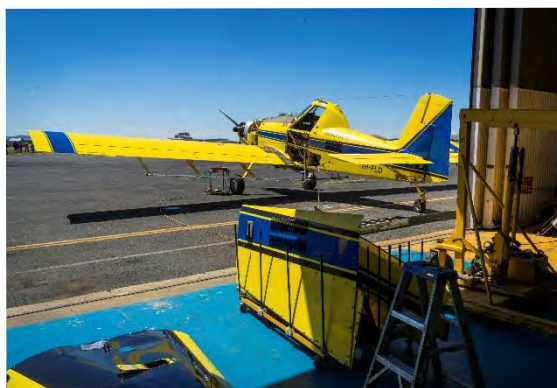
11.2 MAINTENANCE

With a very robust tubular design plus the extremely reliable range of Pratt and Whitney turbine engines, Air Tractor aircraft are one of the easiest aircraft to maintain in their category.

The system of maintenance from the factory is structured around a 50, 100, 300 hourly plus Annual inspection cycle, however in many countries the aviation authorities accept a 75, 150, 300 hourly plus Annual inspection cycle.

Fuselage panels and front cowling can be removed in a matter of minutes enabling ease of access to all key airframe and engine components.

The Pratt and Whitney engine PT6 series of engines are extremely well proven and are easy to maintain.



11.3 SPARE PARTS

As the region's Air Tractor dealer Field Air has an extensive warehouse of Air Tractor spare parts, agricultural aircraft and fire equipment. This ensures we can provide parts to Asia and Pacific Air Tractor customers quickly and as needed.

Field Air's experienced engineering team can also advise on minimum equipment lists and tooling requirements for your in-house support of your Air Tractor investment.

As well as being the Air Tractor dealer, Field Air are also sales agents for:



11.4 FLIGHT CREW REQUIREMENTS

Pilots will require specific training on flying Air Tractor aircraft. Candidates for pilot training for the Air Tractor should have the following:

- Commercial pilots licence
- Low level flying experience (preferred)
- Turbine engine experience (preferred)
- Tail wheel aircraft experience

A basic proficiency in English is desirable but not essential. Field Air have successfully trained many Indonesian and Chinese pilots with the assistance of a translator. We can also provide assistance in the selection of suitable pilots.



12 TRAINING

Field Air can assist your business by providing training on the Air Tractor aircraft. We have tailored curriculum for both pilots and maintenance crew to ensure your Air Tractor experience is successful.

12.1 PILOT TRAINING

Field Air have assisted with the training of agricultural pilots to fly Air Tractor – we have trained pilots from Indonesia, China, Australia and New Zealand.

Field Air have an Air Tractor model AT-504 dual cockpit/dual control aircraft as well as an Air Tractor flight simulator at our Australian base to assist with initial pilot training.

Field Air have training course manuals and presentation in a number of foreign languages. Training syllabuses are tailored based on pilot experience and the customer's requirements.



Above: Pilot training in a dual seat and dual control Air Tractor AT-504

Right: Pilot simulator training



12.2 MAINTENANCE CREW TRAINING

Field Air provide training at your premises on Air Tractor support and maintenance.

Our training staff will provide participants with full course notes and supporting aircraft documentation.

Field Air has translated Air Tractor's English manuals and translated versions of the aircraft manuals are available upon request.



AIR TRACTOR INC.
空中拖拉机股份公司

AT-802/802A
OWNER'S MANUAL
用户手册



AIR TRACTOR, INC
(空中拖拉机股份有限公司)
MODEL AT-802/802A
(空中拖拉机-802/802A 型号)
PARTS MANUAL
(部件手册)





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