



Airworthiness Bulletin

AWB 25-036 Issue 1 – 1 October 2021

Inertia Reels fitted to Agricultural Aircraft

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters. Recommendations in this bulletin are not mandatory.

1. Effectivity

All Agricultural Aircraft operating in Restricted Category.

2. Purpose

To provide advice on Inertia Reels fitted to Agricultural (Restricted Category) Aircraft.

At this time, the airworthiness concern described in this Airworthiness Bulletin is not considered an unsafe condition that would warrant an Airworthiness Directive to be issued under Part 39 of the Civil Aviation Safety Regulations 1998..

3. Background

Current agricultural (restricted category) aircraft which originally complied with now repealed CAO 101.17 (for Imported Agricultural Aircraft) or CAO 101.16 (for Australian Manufacture Agricultural Aircraft) were required to be fitted with a restraint system rated at 25g.

If this restraint system includes an inertia reel, the acceptable specification is a multi-directional reel complying with US Military Specification MIL-R-8236 or equivalent acceptable standard. A multi-directional inertia reel made to this specification is identified by type MA-2, MA-4, MA-6 or MA-8.

Note: An inertia reel is required in aircraft where each crew member would be unable to reach all necessary controls with a correctly fastened fixed harness.

This AWB advice now supersedes AAC 6-57 - ELS Reels in Agricultural Aircraft which has now been repealed.

4. Recommendations

It is recommended that:

1. Agricultural Aircraft operational in restricted category should be inspected to ensure that inertia reels meet US MIL-R-8236 or another CASA approved or recognised/accepted standard.
2. Any spare serviceable Inertia Reels not fitted to aircraft should be inspected to ensure they meet an acceptable standard. If there is any doubt, advice should be sought from



a CASA or a Part 21M authorised person as to whether these reels may be fitted to a restricted category aircraft.

3. If it is determined that the Inertia Reel does not comply with an approved standard or is not identifiable, obtain advice from CASA Airworthiness Engineering or a Part 21M authorised person.
4. If there is any doubt as to an inertia reel's eligibility to be fitted to a restricted category aircraft, in the first instance consult with the manufacturer and then CASA/Part 21M authorised person if there is still doubt.

5. Reporting

Any fitment of inappropriate Inertia Reels should be reported through the CASA SDR reporting system.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness and Engineering Branch
National Operations and Standards
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601