

CAA MMEL POLICY ITEM: 45-1

VIBRATION HEALTH MONITORING

Aircraft:	Helicopters
Operational Applicability:	ANO or where required by certification requirements.
Additional Reference:	ANO Article 62A
Usage:	These guidelines should be used in the preparation of an appropriate MEL entry.

Vibration Health Monitoring

The Air Navigation Order (ANO) covers the requirement for the installation of an approved Vibration Health Monitoring (VHM) system in applicable helicopters identified within the ANO. CAP 753 has been written and published to provide guidance to operators on how they can obtain compliance with the ANO. The following policy will also apply where certification requirements specify the need for vibration monitoring, or where a VHM system has been fitted but no requirement exists.

Due to VHM system complexity and the helicopter's operational environment, it has been considered practicable for the operation of the helicopter with certain VHM functions/capabilities inoperative. Each operator should review the system fitted in each applicable helicopter type that they operate and propose suitable alleviations within their MEL(s) for the sub sections identified within the MMEL entry (ATA 45), covering the Vibration Monitoring System installation and related infrastructure. CAP 753 contains appropriate guidance information for use by operators in developing alleviations for their MEL(s), against the applicable sub sections within the MMEL entry.

Depending upon the system installation, if the data analysis (or failure indication system) indicates a malfunction of any system or sensor, e.g. accelerometer, then the maximum period that the item or system can be deemed to be unserviceable prior to accomplishment of repairs/replacements should be as follows :

- (1) 25 flying hours

However, if the specific item has previously been under investigation due to an adverse trend identified by the VHM system, then the maximum period of unserviceability should be reduced to :

- (2) 10 flying hours

The rectification interval for the alleviation covering the Main and Tail Rotor Track & Balance diagnostics prior to accomplishment of repairs/replacements is recommended at a maximum of :

- (3) 100 flying hours

However, vibration data from any airframe mounted Rotor Track and Balance accelerometer should be considered as vital for monitoring rotor serviceability and

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therefore should be subject to the limitation identified in (1) above. Although the above text provides guidance for the maximum rectification periods that certain components or systems can be inoperative, operators should ensure that defects are rectified expeditiously, thus retaining the overall level of safety of the helicopter.

Alternative rectification intervals for any of the above items may be considered but would require the agreement of the Civil Aviation Authority (Propulsion and MMEL sections) prior to inclusion within the operator's MEL.