
DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

JOINT AIRFRAME CONDITIONS EVALUATION (JACE)
IMPLEMENTATION AND TECHNICAL PROCEDURES (TEST)
FOR H-60 AIRCRAFT

Headquarters, U.S. Army Aviation and Troop Command, St. Louis, Mo.
1 June 1996

NOTE

This manual is effective until rescinded or superseded.

1. **PRIORITY.** This Technical Bulletin is classified: NORMAL
 - a. **Aircraft in use.** See paragraph 5
 - b. **Aircraft in Depot Maintenance.** N/A.
 - c. **Aircraft Undergoing Maintenance.** N/A.
 - d. **Aircraft in Transit**
 - (1) **Surface/Air Shipment.** N/A.
 - (2) **Ferry Status.** N/A
 - e. **Maintenance Trainers (Category A and B).** N/A
 - f. **Components/Parts in Stock Including War Reserves At All Levels (Depot and Others)** N/A
2. **Task/Inspection Suspense Date.** 1 October 1996.
3. **Reporting Compliance Suspense Date.** 1 October 1996

4. Purpose and Background:

a. The Chairman, Joint Chiefs of Staff, has ordered the implementation of the Joint Airframe Condition Evaluation (JACE) for the Tri-Service (Department of Defense (DoD)) Users of the H-60 derivative airframe. The implementation date of JACE has been set as 1 January 1997. A test to evaluate differences in technical criteria between the services, will be conducted from 1 June 1996 through 1 October 1996.

b. The Joint Aircraft Condition Evaluation (JACE) criteria provides a method for the Tri-Service (Department of Defense (DoD)) Users of the H-60 derivative airframe to identify candidates that require corrective depot level maintenance action. This method uses a set of common faults, called condition codes, to evaluate and make an effective, objective assessment in determining the need for depot-level maintenance action. This evaluation consists of an assessment of the aircraft structure for symptoms of possible hidden defects, together with an assessment of overall system material condition parameters.

c. These criteria replace the Airframe Condition Evaluation (ACE), as used previously in the U.S Army and Air Force, and the Aircraft Service Period Adjustment (ASPA) criteria, as used previously by the U.S. Navy.

d. The JACE pertains principally to depot level repairable structural parts. However, any abnormal conditions and/or defects observed will be recorded for disposition at the appropriate level of maintenance. This evaluation does not pertain to components or time change items, except as how they impact overall material condition.

e. The purpose of this Technical Bulletin is Two-Fold: (1) First, to designate the test aircraft, by unit, and describe the JACE procedures.

(2) Second, provide field commanders a preview of how JACE procedures, when fully implemented, will differ from the former systems.

f. For purposes of the test only, the "Unit Commander's Responsibility and Authority" (para. 8.b) are included for ADMINISTRATIVE PURPOSES ONLY, and are not binding until formal JACE implementation. During the test period, however, Commanders will be required to fully participate in the JACE Inbrief and Outbrief process, which will include acknowledgment of JACE forms receipt.

5. **Applicability:** Tri-Service aircraft that are encompassed by this JACE Technical Bulletin include the following:

a. **Army.** A total of 30 each E/M/UH-60A/L Black Hawk aircraft within each CONUS ATCOM OLR region (individual serial numbers to be determined by the appropriate owning units).

b. **Navy:** A total of 4 SH-60B/F and HH-60H Seahawk aircraft (individual serial numbers to be determined by NAVAIRSYSCOM) c. Air Force: Test criteria previously collected.

6. Procedures.

a. **GOVERNING POLICY**

(1) APPLICABILITY.

(a) Inspection Intervals: All aircraft, except as noted in paragraph b, are to be evaluated each year within a period of minus 6 months to plus 90 calendar days of either of the following dates:

[1] The calendar date of the expiration of the aircraft's Initial Operating Period (IOP).

[2] The calendar date of the annual anniversary of the IOP after the IOP has expired.

(2) EXCEPTIONS The following instances constitute the only approved exceptions to the policy provisions specified in paragraph I.(a).

(a) Aircraft that have not yet reached the end of their IOP, which is defined as follows A period of 36 consecutive calendar months after having been placed into service from a new condition, or after having been placed into service following the completion of an approved, comprehensive depot-level rework program (Standard Depot Level Maintenance (SDLM) for Navy, On Condition Maintenance (OCM) for Army or Air Force; refurbishment for Army; Joint Depot Level Maintenance (JDLM) for all).

(b) Aircraft that are accident, storm, crash and/or battle damaged, or undergoing a depot-level repair operation to correct accident, storm, crash and/or battle damage Aircraft placed into service from the depot-level repair action may be subject to remedial actions as defined in paragraph (4) (c) Aircraft undergoing a comprehensive, depot-level modification action, approved by the affected service, where the induction date occurs prior to the minus 6-month window, and/or the delivery date exceeds the plus 90-day window Aircraft placed into service from the depot-level modification action may be subject to remedial actions as defined in paragraph (4)

(d) Aircraft deployed to an area duly designated by proper authorities within the DoD as a Combat/Hazardous Duty Zone Aircraft exempted by this provision are subject to remedial actions as defined in paragraph (4) below.

(e) Aircraft deployed to a remote exercise site or aboard an under way vessel, whether or not the vessel (aircraft) is deployed in a Combat/Hazardous Duty Zone. This provision does not preclude the option of conducting an evaluation aboard a vessel or at the remote site if the transportation is provided by the owning unit or if the evaluation can be feasibly scheduled and completed coincidentally with a port call, provided that the port is not in a Combat/Hazardous Duty Zone. Aircraft exempted by this provision are subject to remedial actions as defined in paragraph (4).

(f) Any aircraft exempted specifically by order of command authority equal to or greater than those listed below:

ARMY: Division Commanders

NAVY: Chief of Naval Operations (CNO)

AIR FORCE: MAJCOM Logistics Management Officer

Aircraft exempted by this provision are subject to remedial actions as defined in paragraph (4) unless relieved specifically from this requirement by the appropriate command authority.

(3) EXEMPTION RECORDS: The affected service shall be responsible for maintaining records of all aircraft exempted from the evaluation for any of the reasons defined herein, and shall transmit those records to the Trend Analysis Database System Administrator for incorporation into the database, and to the JACE schedule administrator, where applicable. The record must indicate the aircraft tail number; exemption rationale and authority; and the planned remedial action to be taken.

(4) REMEDIAL ACTIONS: Aircraft exempted from the evaluation, as defined in paragraph 2., with the exception of aircraft that have not yet reached the end of their IOP, shall be subject to the following remedial actions, except as noted in paragraph 2. (f):

(a) Aircraft that have been damaged by crash or combat operations shall have the provisions of the JACE satisfied coincidentally with damage assessment and repair estimate inspections. While no scoring data will be generated or reported, indicators or conditions uncovered shall be included in the repair estimate, and decisions regarding disposition shall be made by the affected service.

(b) Aircraft that are undergoing a comprehensive, depot-level modification action, as defined by paragraph 2.(c), may have the provisions of the JACE satisfied coincidentally with that modification action by the agency (Government or Contractor) conducting the modification action. The affected service may elect to postpone the JACE until after the completion of the modification action and subsequent delivery to the Government. In this event, the aircraft shall be subject to a maximum operational time limit that shall not exceed 30 consecutive calendar days from the date of Government acceptance, or 50 total flying hours from the logbook time of Government acceptance, whichever is the lesser. At the expiration of this time limit, the aircraft shall be placed into a nonflying status until such time as the JACE is conducted.

(c) Aircraft deployed to a Combat/Hazardous Duty Zone, a remote field exercise site, and/or aircraft deployed aboard an under way vessel, shall be subject to a maximum operational time limit that shall not exceed 30 consecutive calendar days from the date of return from the deployment, to Continental United States (CONUS) and/or an Outside CONUS (OCONUS) location not designated as a Combat/Hazardous Duty Zone, or 50 total flying hours from such return from the deployment, whichever is the lesser. At the expiration of this time limit, the aircraft shall be placed into a nonflying status until such time as the JACE is conducted.

(d) Aircraft exempted by virtue of command authority shall be subject to a maximum time limit for operation after release from command authority, as specified by the command authority granting the exemption, at the time of the release. At the expiration of that time limit, the aircraft shall be placed into a nonflying status until such time as the JACE is conducted.

(5) REMEDIAL ACTION RECORDS: The affected service shall be responsible for maintaining records of the remedial actions taken for any aircraft exempted for any reasons specified herein, and shall transmit those records to the Trend Analysis Database System Administrator for incorporation into the database. The records must include the aircraft tail number, action taken, result (score), and the date of the completion of the action.

(6) DEFECT CORRECTION Correction of defects uncovered as a result of JACE is driven by two criteria defect severity and corrective action maintenance level. The guidelines for this policy are provided below.

(a) Minor All Minor defects identified during the JACE inspection, correctable at the Organizational/intermediate (O/I) level, may be corrected at the convenience of the Unit Commander, or a designated representative, hereinafter referred to as Unit Commander. By definition, a minor repair should be correctable at the unit level.

(b) Major Major defects identified during the JACE inspection, falling within similar guidelines, also may be correctable at the O/I level at the convenience of the Unit Commander. However, according to the nature of the severity of the defect, every effort should be made to correct the defect at the earliest possible opportunity. Major defects that are identified as correctable at the depot level require that the Unit Commander and the affected service.

determine the impact of the defect on the unit's operational schedule, and ensure that required actions are scheduled as expeditiously as possible to minimize the impact on the operational unit.

(c) **Critical:** Critical defects identified during the JACE inspection will be corrected before the aircraft is put back in service. The Unit Commander and the affected service will determine the level of maintenance for the repair. If the repair is at the depot level, the affected service will be responsible for scheduling either depot field team or depot induction to evaluate or correct the defects. The repair will be scheduled expeditiously as possible to minimize the impact on the operational unit.

7. Reporting and Documentation:

a. **Forms:** The JACE results will be reported to the Unit Commander for corrective actions, and to the Trend Analysis Database Administrator. The JACE Team will complete the JACE Administrative Procedures Form, the JACE Checklist, and Discrepancy Summary Form(s) in accordance with the official publication of JACE procedures. After the evaluation, the JACE Team will enter the JACE results in the automated JACE database, and will brief the Unit Commander on the results of the JACE. The aircraft records will be annotated, and the Administrative Procedures Form, JACE Checklist, Discrepancy Summary Form(s), and a copy of the results on computer disk will be forwarded to the Trend Analysis Database Administrator for incorporation into the database. After the database administrator verifies the data from the hard copy reports with the data transmitted from the field, the Administrative Procedures Form, the JACE checklist, the Discrepancy Summary Form(s), and a copy of the computer disk will be forwarded to the affected service. The evaluation team will report to the affected service PPOC the serial number of all aircraft that were not available for the evaluation over the period of their stay.

b. **Unit Out-briefing:** The JACE Team Leader shall provide an out-briefing to the Unit Commander on the JACE results. The briefing will be consistent with the overall aircraft condition reported on the Administrative Procedures Form. A copy of the JACE Checklist, Discrepancy Summary Form(s), and Administrative Procedures Form will be provided to the Unit Commander. The Unit Commander will be required to formally acknowledge, by signature, the outbrief and JACE results. c. **Aircraft Record Entry:** The JACE Team Leader will annotate each aircraft record with the JACE inspection date and signature.

d. **Record Keeping:** The affected service will maintain the original JACE Administrative Procedures Form, Discrepancy Summary Form(s), and Checklist. The Administrative Procedures Form, Discrepancy Summary Form(s), and JACE Checklist will be filed by aircraft tail number, and will be maintained until the aircraft undergoes a comprehensive depot-level rework program.

8. Responsibilities and Authority:

a. **Evaluation Team:** The evaluation team will be responsible for accomplishing the JACE and reporting the results. The JACE Team is authorized by the affected service to evaluate and classify defects identified during the conduct of the inspection, to document and report these defects to the Unit Commander, and to recommend to the affected service and Unit Commander the disposition of the defect and flying status of the aircraft, prior to any necessary repair actions.

b. **Unit Commander:** The Unit Commander is responsible for ensuring that the aircraft to be inspected are made available to the team, and have been prepared as specified in the official publication of JACE procedures. The Unit Commander is responsible for ensuring that the team is provided access to a working space and phone and/or fax capabilities. After review and acceptance of the evaluation team's report, the Unit Commander is responsible for negotiating the schedule and nature of maintenance action for major and critical defects.

c. **Affected Service Principal Point of Contact (PPOC):** The PPOCs (lead and participating) are responsible for ensuring that all Government interests are met, and all requirements of the JACE are accomplished for the respective service. The PPOC is also assigned responsibility and authority to perform all, or portions of, airframe depot program management functions to support the JACE effort. The JACE process shall be subject to evaluation and certification by the PPOCs to determine its effectiveness in supporting the requirements established in this directive, drawings, Technical Instructions, Technical Orders (T.O.s), Technical Manuals (TMs), and other supporting documents. The designated PPOC for each service is as follows:

Army: Department of the Army

Headquarters

Aviation and Troop Command/AMSAT-I-MCM

4300 Goodfellow Blvd.

St Louis MO 63120

Navy: Department of the Navy

Naval Aviation Depot (Code 365)

PSC Box 8021

Marine Corps Air Station

Cherry Point NC 28533

Air Force: Department of the Air Force

Warner Robins Air Logistics Center/LUHE

Special Operations Forces System Program Office

226 Cochran Street

Robins AFB GA 31098

d. **Trend Analysis Database Administrator:** The database administrator is responsible for the storage and maintenance of all JACE records received. The administrator also provides

reports and summaries as needed and assures that the database contains a complete record for all aircraft that have been evaluated by JACE

9. Recording and Reporting.

a. **Forms:** The JACE results will be reported to the Unit Commander for corrective actions, and to the Trend Analysis database Administrator. The JACE Team will complete the JACE Administrative Procedures Form, the JACE Checklist, and Discrepancy Summary Form(s) in accordance with the official publication of JACE procedures. After the evaluation, the JACE Team will enter the JACE results in the automated JACE database, and will brief the Unit Commander on the results of the JACE. The aircraft records will be annotated, and the Administrative Procedures Form, JACE Checklist, Discrepancy Summary Form(s), and a copy of the results on computer disk will be forwarded to the Trend Analysis Database Administrator for incorporation into database. After the database administrator verifies the data from the hard copy reports with the data transmitted from the field, the Administrative Procedures Form, the JACE Checklist, the Discrepancy Summary Form(s), and a copy of the computer disk will be forwarded to the affected service. The evaluation team will report to the affected service PPOC the serial number of all aircraft that were not available for the evaluation over the period of their stay.

b. **Aircraft Record Entry:** The JACE Team Leader will annotate each aircraft record with the JACE inspection date and signature.

c. **Unit Out-briefing:** The JACE Team Leader shall provide an out-briefing to the Unit Commander on the JACE results. The briefing will be consistent with the overall aircraft condition reported on the Administrative Procedures Form. A copy of the JACE Checklist, Discrepancy Summary Form(s), and Administrative Procedures Form will be provided to the Unit Commander. The Unit Commander will be required to formally acknowledge, by signature, the outbrief and JACE results.

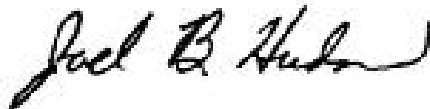
d. **Record Keeping:** The affected service will maintain the original JACE Administrative Procedures Form, Discrepancy Summary Form(s), and JACE Checklist. The Administrative Procedures Form, Discrepancy Summary Form(s), and JACE Checklist by aircraft tail number, and will be maintained until the aircraft undergoes a comprehensive depot-level rework program.

10. Points of Contact for this Technical Bulletin are: Department of the Army, Headquarters USAATCOM, ATTN: AMSAT-I-MC, 4300 Goodfellow Blvd., St. Louis, Mo. 63120. Mr. Mickey McGuire, DSN 693-9029 or Mr. Frank McGhee, DSN 693-1103.

11. Reporting of Errors and Recommending Improvements. You can help improve this TB. If you find any mistakes or if you know of a way to improve these procedures, please let us know Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to: Commander, US Army Aviation and Troop Command, ATTN. AMSAT-IMP, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished to you . You may also submit your recommended changes directly by E-mail to <mpmt%avma28@st-louisemh7 army mil>. A reply will be furnished directly to you. Instructions for sending an electronic 2028 may be found at the back of this manual

By Order of the Secretary of the Army:

Official:



JOELB HUDSON
*Administrative Assistant to the
Secretary of the Army*
02325

DENNIS J. REIMER
*General, United States Army
Chief of Staff*

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To: mpmt%avma28@st-louis-emh7 army mil
Subject: DA Form 2028

1. **From:** Joe Smith
2. *Unit:* home
3. *Address:* 4300 Park
4. **City:** Hometown
5. **St:** MO
6. **Zip:** 77777
7. **Date Sent:** 19-OCT-93
8. **Pub no:** 55-2840-229-23
9. **Pub Title:** TM
10. **Publication Date:** 04-JUL-85
11. *Change Number* 7
12. *Submitter Rank* MSG
13. **Submitter FName:** Joe
14. *Submitter MName:* T
15. **Submitter LName:** Smith
16. **Submitter Phone:** 123-123-1234
17. **Problem:** 1
18. *Page:* 2
19. *Paragraph:* 3
20. *Line:* 4
21. *NSN.* 5
22. *Reference:* 6
23. *Figure:* 7
24. *Table:* 8
25. *Item:* 9
26. *Total:* 123
27. **Text:**

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RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS

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|---|------------|--|-------------------|
|  <p style="text-align: center;"><i>THEN...JOT DOWN THE DOPE ABOUT IT ON THIS FORM. CAREFULLY TEAR IT OUT, FOLD IT AND DROP IT IN THE MAIL.</i></p> | | SOMETHING WRONG WITH PUBLICATION | |
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| IN THIS SPACE, TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT. | | | |
| BE EXACT PIN-POINT WHERE IT IS | | | |
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