

Mr. William Moore
Aviation Safety Inspector
Flight Standards District Office
Federal Aviation Administration

December 12th, 2019

Mr. Patrick Geoffroy
Professor and Program Coordinator
Aviation Technology
Nashua Community College
505 Amherst Street
Nashua, NH 03063

Dear Professor Geoffroy,

As a follow-up and after discussion with my management in regards to the recent yearly audit of your program in November, under The Federal Aviation Administration, Part 147 Aviation Technical School, we did provide a Meet Requirements and In Compliance rating of your program. However, as we discussed and noted with you and your staff several areas of concern that if not addressed could affect the next audit of your program.

While your program is within the basic guidelines for a Part 147 Aviation Technical School, we believe efforts should begin soon to modernize and update your facilities, shop equipment, tooling and instructional curriculum to bring your program in line with the leading AMT Schools in the country.

It should be noted that for several years there has been a new testing standard-being developed by an industry-FAA working group and slated for publication in the summer of 2020, that will set forth the knowledge and skills required to safely and adequately perform work on aircraft and components, and to act as the basis for the FAA written, oral, and practical mechanic tests.

Under this proposed framework, schools would use the testing standard as the basis for their curriculum, which would ensure training and FAA testing are correlated and that A&P programs continue to evolve as the FAA continually revises the testing standards in line with industry needs.

Several areas we discussed with you and your staff during the audit;

The size of facility needs to be increased, renovated and technology upgraded to meet the increasing number of students and provide for a more immersive training environment.

Lab areas are in need of modern training aides and equipment upgrades to address the changing aviation environment and move towards audiovisual learning, and project orientated training.

Current teaching aids in the program are well past their intended lifecycle. Aids such as classroom props, engines, systems boards, hydraulic/pneumatic and aviation/electric devices are being maintained on a shoe string and are not reflective of modern training methods for AMT training schools.

Students should have a performance-based curriculum, supported by a sufficient amount of equipment, technology and lab/test equipment, and continued opportunities with businesses and pilot/owners to provide for On the Job Training opportunities.

Additionally, we discussed that the program hasn't had any appreciable changes done in the past 10 – 15 years and hasn't kept up with technological advances in the aviation maintenance field and the move towards performance and technology-based training.

I hope this letter provides you and your team the stimulus to move forward with your leadership on efforts to modernize your program and maintain your FAA, Part 147 Aviation Technical School certification.

Sincerely,

Mr. William Moore