



Wayne Community College

PO Box 8002 Goldsboro, NC 27533-8002

Phone: (919) 735-5151 FAX: (919) 736-9425 <http://www.wayne.cc.nc.us>

January 8, 2004

Dr. K. Albertson

Dear Dr. Albertson:

The FAA conducted a facility inspection December 17 and 18, 2003. The following is a list of discrepancies.

1. Overhead lights in the engine shop no longer adequate. This is in part to the renovations at the hanger where the sky lights were covered up. They did comment the lights in the airframe shop were considerably brighter and acceptable.
2. Overhead lighting in the Paint Room is not adequate, and needs correcting. I have been informed that a new ceiling and lighting are in the plans for renovations in that room.
3. Precision tooling needs either calibration or marked accordingly. I discussed this with the FAA and we agreed on my developing an in-house simulated calibration system. The purpose of this is for students to become familiar with calibration requirements and marking so they are better prepared for industry.
4. The FAA expressed concern about the lack of progress on hanger renovations. In particular metal removed from wall in new storage facility was removed exposing bare insulation, and the old rest room and storage room are still in place. I got with Ron and he advised the Airport Authority has just assigned a contract for these renovations and they should begin shortly. I will advise the FAA of this situation.
5. There was a typographical error in the FAA Part 147 manual concerning total hours in a AMT course. I corrected the typo and submitted it to the FAA.
6. There was an error in documentation of time missed versus time made up in a student's record. The error has been corrected and an explanation included in the reply letter to the FAA.
7. The FAA expressed concern over the method used to make up time for inclement weather. I have revised the Part 147 manual and submitted it to the FAA for approval.
8. Concern was expressed that student test sheets were not being retained in student records. I revised the Part 147 manual to reflect this requirement and submitted to the FAA for

approval.

As in all correspondence from the FAA , we are required to respond in writing within thirty days. I have completed the letter and forwarded it to the FAA.

If you have any questions please contact me.

Joseph Swigert, Instructor
Aviation Systems Technology