ECAT

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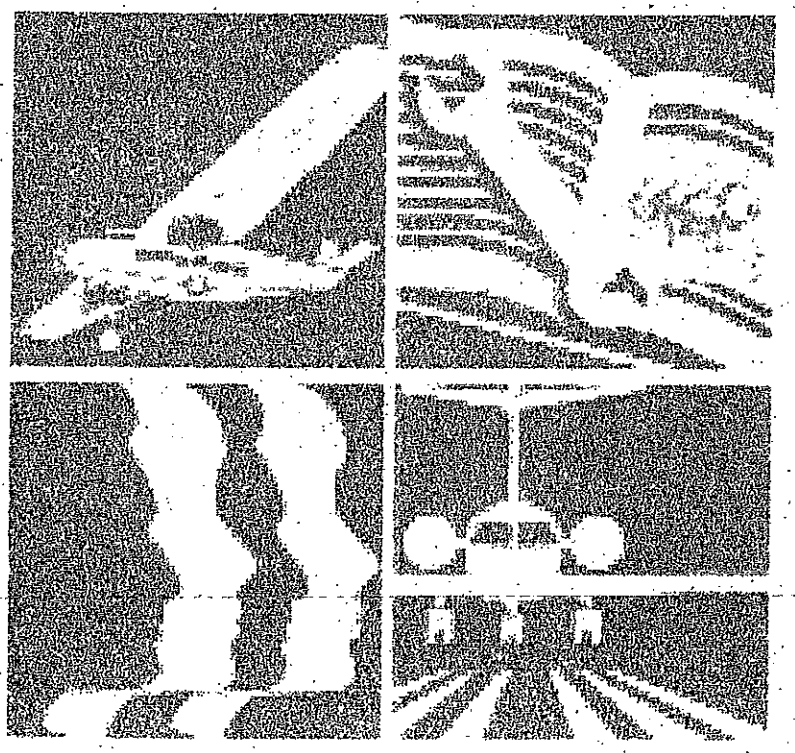

East Coast Aero Tech
150 Hanscom Drive
Bedford, Massachusetts 01730
www.ecaerotech.com

January 2003

Catalog

Mission Statement (4)

East Coast Aero Tech is committed to providing a top-notch technical education for an elite student body providing them with the marketable skills necessary to secure a position in a variety of exceptional career opportunities in aviation and related industries.

Accreditation, Memberships and Approvals

Accreditation

Accredited by the Accrediting Commission of Career Schools and Colleges of Technology (ACCSCT). Applicants interested in comparable program information related to tuition and program length are advised to contact the ACCSCT at 2101 Wilson Blvd., Arlington, VA 22201. (703) 247-4212

Memberships

- Aviation Technician Education Counsel (ATEC)
- Aero Club of New England (ACONE)
- National Aeronautics Association (NAA)
- Professional Aviation Maintenance Association, Inc. (PAMA)
- Massachusetts Association of Student Financial Aid-Administrators (MASFAA)
- Massachusetts Association of Private Career Schools (MAPCS)
- Massachusetts School Counselors Association (MSCA)
- National Association of College Admission Counseling (NACAC)
- New England Association of College Admission Counseling (NEACAC)
- National Association of Financial Aid Administrators (NAFAA)
- New England Association of College Registrars and Admissions Officers (NEACRAO)
- Better Business Bureau (BBB)
- Association of Supervisors and Curriculum Developers (ASCD)

Approvals

- US Department of Transportation-Federal Aviation Administration (FAA), Air Agency Certificate number EC6T068K
- US Department of Education. Approved to participate in the Title IV Financial Aid Programs
- Commonwealth of Massachusetts Department of Education
- Commonwealth of Massachusetts Department of Education and Training
- Department of Veterans Affairs. Approved for Veterans Training

East Coast Aero Tech is committed to a policy of non-discrimination on the basis of race, sex, sexual orientation, national origin, age, handicap, or religion in its education programs, activities, and employment practices.

East Coast Aero Tech maintains all student records confidentially, in accordance with the Family Educational Rights and Privacy Act of 1974.

Catalog published March 2002. From time to time it is necessary to change course content, materials, or schedules in order to meet industry requirements or to improve the quality of education. Accordingly, the catalog bulletins, announcements, and other publications are subject to change without notice.

A Message from the Director

As an ECAT applicant, you have the potential to join the ranks of an elite crowd, one that is known and respected worldwide. Should you be accepted, you will leave ECAT more confident, more employable, and more valuable to yourself, your family, and your community.

All of us have the ability to make choices, and we are thrilled you have chosen to spend 15 months with us! We have been experts in the field of aviation maintenance since 1932 and we will do whatever it takes to get you through this program. The opportunities that will be available upon graduation are limitless, and the respect you will garner when you tell someone you are an "FAA certified aircraft mechanic" will shock you.

The best part of being a professional is not the money you will earn or the glamour that comes with the profession, but it is knowing you are a craftsman and having confidence and security when you go to bed and wake up every day! It is knowing that you can make a difference and a contribution every day, anywhere in the world.

This brochure is a tool to help you understand the process here at ECAT and what your responsibilities would be over the 15 months of training should you be joining us. It will explain the demands the program will place on you as a student and hopefully answer any questions you may have about ECAT and the program. Should you have any questions after reviewing this brochure, please call our offices directly at (800) 292-3228.

History

On a clear, crisp September day in 1996, John T. Griffin, Sr. stood before a gathered group of students, faculty, family and friends to accept another industry honor. East Coast Aero Tech had just acquired a new building to house its administrative offices, classrooms and a very sizable hangar. The building was being dedicated to Mr. Griffin, a recognized pioneer in aviation history. He was almost ninety, but his commanding presence was just as sharp as it was when he founded East Coast Aero Tech in 1932.

Mr. Griffin originally formed the school to teach flying, however, as the fleet of airplanes grew it became nearly impossible to find mechanics sufficiently skilled in aircraft maintenance. He solved the problem by starting an apprenticeship program for mechanics. The growth of this program paralleled the growth of the flying operation. In addition to his responsibilities at ECAT, Griffin also flew the Boston-Montreal mail route on a regular basis through the nineteen-thirties.

When war broke out in Europe in late 1939, the United States established a Civil Pilot Training Program under which thousands of young men and women were trained at the public expense. ECAT was an active participant in the program, contributing a valuable pool of pilots as well as mechanics.

Although Mr. Griffin was running an extremely busy school during these years, he still found time to make an enormous contribution to the war effort. He pioneered arctic air-routes, and flew hazardous missions to war-torn England carrying desperately needed war materiel. After the war, he rounded out his flying career by becoming Chief Pilot for Northeast Airlines, while still continuing to oversee East Coast Aero Tech.

ECAT's post-war planning brought about the decision to devote the teaching activity solely to Aviation Maintenance Technology. With a highly experienced staff in place, and many returning from military service, the reorganized school was dedicated to becoming equal to or better than any school of its type in the country.

(5)

Mr. Griffin retired in 1977. He was recognized that year by the Aero Club of New England, and in good company with prior honorees such as: Sikorsky, Doolittle, Yeager and other aviation notables. His son, John Jr., succeeded him in 1977. ECAT was later acquired by Wentworth Institute of Technology in 1986.

On its 60th anniversary in 1992, the school was the recipient of a Northwest Airlines Boeing 727 jet airliner. It also received a United Technologies Pratt & Whitney JT9D High Bypass Turbine Engine that had hung from the wing of a Boeing 747. These generous donations are among many training aids on which our students work.

In 1996, new management purchased ECAT from Wentworth Institute of Technology. Encouraged by the enthusiastic support throughout the industry, particularly from alumni, and inspired by the leadership of ECAT's founder, management is firmly committed to the high standards of quality training that make East Coast Aero Tech preeminent among schools of its type.

Admissions

General

East Coast Aero Tech seeks students with the ability, curiosity, and motivation to be successful in the highly technical program of Aviation Maintenance.

In this field you will be working constantly with mechanical, electromechanical and automated devices. Most of our students discover that they have an aptitude and enjoyment for technical training, and as they see their individual skills developing, their motivational level increases.

Admission Requirements (6)

Applicants must be recipients of a high school diploma or a recognized equivalent (GED). As an applicant for admission, the student authorizes the school to request a copy of an official transcript in the written release section.

A personal admissions interview is normally required unless geographical limitations make it impractical, and then a phone interview may be arranged.

All applicants must pass a comprehensive aptitude test.

Campus Visits

We welcome individual students, family members, counselors and student group field trips to tour our campus. These visits allow a first-hand observation of our facilities, equipment and program resources. The Admissions Office is open Monday-Thursday 8:00 AM to 8:00 PM, Friday 8:00 AM to 5:00 PM and on Saturday by appointment. Call 1-800-292-3228 (ECAT) for additional information.

Enrollment Procedures (7) (23)

Once accepted, students must complete their financial planning process prior to the start of classes. An enrollment agreement that outlines financial obligations, payment terms, and refund policies will be provided. A $25 registration fee will be required to reserve a spot in class. Information regarding a scheduled new student orientation will also be distributed.

High School Information Program

The outreach of the Admissions Office at East Coast Aero Tech aims to provide a fuller understanding of the aviation industry and our Aviation Maintenance program within the secondary school community. We try to inform counselors of the attractive occupational opportunities in Aviation Maintenance that seldom receive publicity, as well as related career options within the high-tech industry. Advice to students early in their academic careers about the benefits of a math and science background will better prepare candidates to successfully complete the program.

We will gladly participate in all college fair and career day programs as well as arrange guidance counselor visits, group information sessions and individual advising at the high school.

Advanced Standing

Applicants transferring from a school offering a similar curriculum or having civil or military experience may apply for advance standing. In each case, credits will be granted at the discretion of the Director. The applicant will be required to take an examination, on which a minimum grade of 80% must be attained. If advance-standing credit is granted, the student will not be required to take those portions of the curriculum in which qualification has been determined. Pro-rata tuition credits will be allowed. All testing for advanced standing must be completed prior to the starting date of the course.

Financial Aid

ECAT is certified to administer the following Title IV Federal Financial Aid programs: Federal Pell Grant program; Federal Supplemental Education Opportunity Grant (SEOG) program; Federal Stafford Loan program; Federal PLUS Loan program; and Massachusetts State Scholarship program. In addition, for those who may not qualify for federal or state assistance, ECAT has alternative financing arrangements available.

ECAT provides full financial planning assistance with your tuition and fees as well as other costs directly associated with your education. A representative from ECAT will assist you in completing appropriate forms to apply for financial aid. These forms help us determine your eligibility for the Federal Aid programs using a nationally standardized computer program. After financial aid eligibility has been determined, details will be explored to find a workable individual financial plan for you.

Veteran Educational Assistance Program

ECAT is approved for the training of eligible Veterans under various U.S. codes. Both VA Education Benefits and Vocational Rehabilitation Benefits are available for qualified students. The Financial Aid office has complete details on the current regulations and can assist Veterans in obtaining their benefits.

International Students

Graduates of ECAT who successfully pass their FAA certification are fully prepared and eligible to work for any employer anywhere in the world who maintains U.S. registered aircraft or who requires its technicians to be Federally certified.

It is the strict policy of ECAT that a personal interview be conducted before a student can be enrolled for admission; and candidates are required to secure a visitor's visa to gain entry into the U.S. for that purpose.

Applicants must pass an entrance examination demonstrating acceptable levels of math, basic tool knowledge, reading comprehension, and fluency of the English language.

Upon successfully passing the admissions interview, the school is prepared to assist the student in obtaining an I-20 Certificate of Eligibility required to maintain residency in the U.S. while attending school.

Applicants are required to demonstrate financial resources adequate to sustain living expenses here (the school can assist with housing). Tuition, including all related fees, is payable in full in U.S. funds thirty days prior to the anticipated class start. Please see the following tuition and fee schedule.

Tuition and Fee Schedule for International Students (23)

Tuition	$22,100.00
Registration	$125.00
Tools, Books, Supplies	$1,374.18
Laboratory Fee	$50.00
Graduation Fee	$50.00
FAA Examinations	$615.00
TOTAL	**$24,314.18**

The Aviation Maintenance training program at ECAT runs fifteen (15) months and comprises 2,100 clock hours. Tuition and fees subject to change without notice.

Aviation Maintenance Technical Program (13)

Program Objective (8)

The objective of this program is to prepare the student for the Federal Aviation Administration written, oral and practical examinations for the Airframe and Powerplant ratings. The curriculum trains students for employment as FAA certified entry level Aviation Maintenance Technicians with the ability and authority to inspect, maintain, alter and repair aircraft, large or small, jet or propeller driven, in both the airline or general aviation categories; or career opportunities in non-aviation related fields with appropriate technical transferable skills. Possession of the federal certificate is a prerequisite for employment as an Aircraft Mechanic.

Overview

Our program conveys the entire academic and laboratory theory as well as the practical experience required to qualify the student for employment in the aviation industry. The curriculum is approved by the Federal Aviation Administration and compatible subjects are included in each Phase. Each school day is devoted to laboratory and practical instruction. The entire program is completed in a period of 300 scheduled school days/2100 clock hours.

Facilities (14)

East Coast Aero Tech is housed in a complex of three buildings with a total of 55,000 square feet of space for labs, shops, classrooms and administrative offices. All campus buildings are within easy walking distance of each other with plenty of parking available.

(14)
The largest of these buildings is the John T. Griffin, Sr. Building named for the school's founder. This building contains the school's administrative offices, bookstore, library, several spacious classrooms, shops and labs. The George W. Thomas Hangar contains shops and labs. The Catherine A. Mayo Building houses classrooms and labs. Classrooms are equipped with modern multi-media teaching aids. Shops and labs are equipped with aircraft and aircraft system mock-ups used to train students in the repair of today's state of the art aircraft. Computers for student use are available throughout the school, some with Internet access.

Aircraft Equipment and Training Aids (14)

Training equipment includes precision tools and machinery, piston and turbine engines. The school has a fleet of 16 aircraft including a Boeing 727 Jet Airliner, a Bell UH-IH turbine powered Huey Helicopter, a Gulfstream Turbo Commander, and a Saberliner corporate jet. In addition, ECAT has many modern engines used to train our students including a Pratt & Whitney JT-9-D turbo fan engines used in Boeing 747's and several General Electric T-700, which are used in the Saab 340 airliner and Blackhawk helicopter.

Our shops and labs are well equipped with modern equipment and aircraft system mock-ups used with current training techniques to prepare our students to enter the world of aircraft maintenance. Our electrical and electronic labs were designed and built by the faculty at ECAT. Some of these award winning training aids were used at the Professional Aviation Maintenance Association (PAMA) A&P mechanic's competition.

Recommended Books and Tools (9)(11)(12)

East Coast Aero Tech's AMT program requires each student to acquire certain books and tools that are used throughout the instruction. They may be purchased at our bookstore during convenient daytime hours. Also, our bookstore carries other school supplies including hats, school rings, T-shirts, sweatshirts, jackets and other items that students may wish to purchase.

School Schedule/Class Size

The total program of 300 school days (2,100 clock hours of 50 minutes each) covers a period of approximately 15 calendar months, depending upon holidays and breaks during the enrollment period. Each 1,050-clocked hours of enrollment is defined as one academic year.

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The maximum class size is 33 students, and a maximum of 25:1 student to instructor ratio is maintained during any lab/shop component of a phase. Please see the enclosed insert for current school calendar.

Classes operate daily from 7:30 AM to 3:00 PM with a half hour break for lunch.

Program Outline (13)

- Aircraft Drawing
- Mathematics
- Basic Physics
- Mechanics Privileges
- Basic Electricity
- Materials and Processes
- Nondestructive Testing
- Maintenance Publications
- Intro to Turbine and Reciprocating Engines
- Sheet Metal
- Welding
- Hydraulic and Pneumatic Power Systems
- Fluid Lines and Fittings
- Aircraft Landing Gear Systems

(13)

- Wood Structures
- Aircraft Covering
- Aircraft Finishes
- Non-metallic Structures
- Cleaning and Corrosion Control
- Aircraft Assembly and Rigging
- Aircraft Fuel Systems
- Weight and Balance
- Maintenance Forms and Records
- Airframe Inspection
- Cabin Atmosphere
- Ice and Rain Control
- Aircraft Electrical Systems
- Position and Warning Systems
- Navigation and Communications Systems
- Aircraft Instruments
- Ignition and Starting Systems
- Fuel Metering systems
- Engine Fuel Systems
- Induction and Air Flow Systems
- Engine Instruments
- Propellers
- Engine Fire Protection Systems
- Reciprocating Engines
- Engine Inspection
- Lubrication Systems
- Engine Cooling and Exhaust Systems
- Ground Operation
- Turbine Engines
- Unducted Fans
- Auxiliary Power Units
- Engine Exhaust and Thrust

Phase Descriptions (13)

General I (140 Hours)

In this Phase, the instructor assumes that none of the students have any aviation experience. The purpose is to create a foundation so that everyone will have an even chance for success throughout the remaining Phases. The subjects cover Aircraft Drawing, Applied Aviation Mathematics and Basic Physics as well as Mechanics' Privileges.

General II (140 Hours)

The principal subject in this Phase is Basic Electricity, which includes the study of Ohm's Law and related electrical laws. Students learn to solder, make a timing light, safety wire, string electrical harnesses, and become familiar with various measuring instruments. In addition, students learn about the various Materials and Processes that are used in aircraft construction and repair.

General III (140 Hours)

Students in this Phase learn Non-Destructive Testing (NDT). They use dye penetrants, magnetic particle inspection, ultrasonic, eddy current inspection and boroscopes. Included in this Phase is the subject of Maintenance Publications, as well as an introduction to Turbine and Reciprocating Engines.

Airframe I (140 Hours)
While in this Phase the student learns the art of riveting, fastening, bending, forming, cutting, welding, inspects the airworthiness of sheet metal structures, and studies metal fatigue and stresses.

Airframe II (140 Hours)
The Airframe II Phase includes Hydraulic and Pneumatic Power Systems, the construction of Fluid Lines and Fittings, and Aircraft Landing Gear Systems. Students work on a Piper Aztec and Cessna aircraft that demonstrate how these systems work.

Airframe III (140 Hours)
In Airframe III, students learn the theory and techniques that are used in building and repairing Wood Structures and Aircraft Covering. The Phase also includes Aircraft Finishes, Cleaning and Corrosion protection and repair, Non-metallic structures such as Carbon Fiber, Kevlar and other exotic materials.

Airframe IV (140 Hours)
This Phase includes Airframe Assembly, Rigging, Fuel Systems, and Weight and Balance. Students work with an array of special tools and training aids including a single engine airplane and helicopter to complete the instruction.

Airframe V (140 Hours)
The subjects that are taught in this Phase include Maintenance Forms and Records, Airframe Inspection, Cabin Atmosphere and Ice and Rain Control. Students will perform 100-hour inspections on one of the school's various single or multi-engine aircraft.

Electrical I (140 Hours)
This Phase expands on Basic Electricity that was learned in General II. It includes Aircraft AC and DC power distribution, lighting systems and position and warning systems. The Phase emphasizes electrical troubleshooting using live electrical system mock-ups.

Electrical II (140 Hours)
Electrical II further develops the disciplines that were learned in Electrical I. The Phase concentrates on Navigation Systems and Equipment, Communications Systems and Aircraft Instruments.

Powerplant I (140 Hours)
The Powerplant I Phase analyzes, troubleshoots and repairs Ignition and Starting Systems for reciprocating and turbine powered aircraft engines.

Powerplant II (140 Hours)
In this Phase, the students learn Fuel Metering Systems, Engine Fuel Systems, Induction and Air Flow Systems for turbine and reciprocating engines.

Powerplant III (140 Hours)
During this Phase, students remove, repair and install Propellers and Propeller control systems. Additional subjects covered in the Phase are Engine Instrument Systems and Engine Fire Protection Systems.

Powerplant IV (140 Hours)
In this Phase we teach Reciprocating Engines, Engine Inspection, Lubrication Systems, Engine Cooling and Exhaust Systems and Ground Equipment. During the Aircraft Operation subject, students operate aircraft engines and learn to taxi aircraft.

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Powerplant V (140 Hours)

This Phase is the 15th and final Phase. The Phase includes Turbine Engine theory, construction and operation. The student will operate a turbine-powered airplane or helicopter. Additionally, the student will remove and install a turbine engine on an aircraft. Other subjects include Auxiliary Power Units, Engine Exhaust, Thrust Reversers and Unducted Fans.

Career Development (25)

The primary goal of the program is to prepare and to assist students in furthering their careers in Aviation Maintenance Technology or in a related field of high technology. Toward that end, East Coast Aero Tech maintains an active Career Services Office that offers continuing placement assistance to all graduates at no cost. We do this in a number of ways. We offer sessions to help students and alumni prepare resumes, search for employment opportunities, and sharpen their interviewing skills.

We are constantly in touch with prospective employers, many of who have been drawing on our pool of graduates for many years. Many of these long standing relationships are developed through old-fashioned networking. Opportunities are everywhere: in hometowns, or cities throughout the United States and many countries around the world.

Students who are preparing for interviews often interview right at ECAT as many companies host on-campus recruitment days. Students also attend scheduled trips to interview on-site at recruiting companies headquarters and get a first hand glimpse of company facilities and operations. When an employer prefers to meet candidates on site, we are happy to refer potential applicants and to work out the details. If, on the other hand, a meeting can be more conveniently held at our campus, we will gladly provide the space to assist an employer in interviewing, hiring, and processing applicants. In Addition, we offer a variety of on and off-campus recruiting events with a variety of companies on a local, regional, national and international reach.

ECAT Staff Assistance (25) (26)

The interest and welfare of students are of great importance to the faculty and staff. Capable personnel are available to advise, guide and assist students during their education at East Coast Aero Tech. The staff is prepared to help students with issues involving academics, study habits, motivation, and personal concerns.

ECAT staff members are available to help students obtain financial assistance, assist with housing needs, arrange for transportation and assist with finding part time jobs while in training. Students are also provided with information regarding military service and/or transfer of credits to degree-granting colleges following graduation.

Housing, Commuting Assistance Program (26)

For the convenience of those students requiring housing, a list of available rental homes, apartments, and rooms in private homes is made available. Students are encouraged to allow sufficient time for visits to the area prior to their class starting date in order for ECAT to assist them.

Staff personnel assist students in their daily commute by arranging car-pooling groups. This allows a number of students who live in neighboring towns to "team up" to reduce the cost of traveling to and from school. Car pools also offer an opportunity for social interaction with other students, innovative study time and encourage student camaraderie.

Technical Reference Centers and Tutoring (26)

ECAT maintains Technical Reference Centers that contain technical and maintenance related information on nearly all the aircraft currently in use today by air carriers, as well as many of those in the general aviation industry. ECAT's curriculum requires that the student become proficient in the use of the Technical Reference Centers and in the interpretation of the information contained in the reference volumes and on microfiche. From time to time, students may require after school assistance with particular subjects and tutoring is available.

School Policies and Procedures

Grading System (10)

The grading system is based entirely on a numerical scale. The minimum passing grade for all subjects is 70%. An example of equivalent grading systems is as follows:

Numerical Letter Grade Scale (10)

90-100	A	4.0
85-89	B+	3.5
80-84	B	3.0
75-79	C+	2.5
70-74	C	2.0

Grades for examinations and shop projects in a particular Phase are recorded and retained by the instructor in charge of the Phase. In the event of a failing or incomplete grade, the instructor in the Phase should be contacted to determine exactly what must be done to achieve a complete and/or passing grade. An incomplete, denoted by an "I" on the report card, indicates that the student has not met all the requirements for that Phase. The student should contact the Instructor to determine what is owed. Any incomplete grade must be made up by the end of the second subsequent Phase or it will be recorded as a failure.

Final grades for each Phase and/or subject are recorded and filed in the Registrar's Office at the end of each Phase and a copy is given to the student. Those students with an average final grade of 88.5 or higher after four Phases will be placed on the Dean's List.

Grade reports for the previous Phase will typically be sent to students during the first week of the next Phase. These grade reports will only contain the grades for the previous Phase. Master grade reports will be maintained in the Registrar's Office and are available for review upon request.

School Examinations

Final tests and shop projects are administered in each subject. The minimum passing grade for each is 70%. If either a test or project is failed, the student may have one retake. The maximum grade on the retake will be 70%. If the retake examination is failed the subject is repeated.

Attendance (10)

School hours are from 7:30 A.M. to 3:00 P.M. Monday through Friday. Lunch periods are either 11:30 A.M. to 12:00 P.M. or 12:00 to 12:30 P.M., depending on the particular Phase. All students are expected to be present and on time everyday and to return on time from lunch and/or break. Attendance will be taken twice daily, once in the morning at 7:30 A.M. and once in the afternoon upon returning from lunch. Absenteeism and tardiness

result in loss of training which is very difficult to replace. The consequences of missed training are a lesser understanding of the subjects and lower grades. FAA and Financial Aid regulations mandate strict monitoring of attendance. Non-compliance with the attendance policy may result in administrative withdrawal.

Make Up Policies for Lost Time

Absenteeism, tardiness and early departures collectively in excess of 5% in each subject results in lost time, which must be made up. Tardiness and early departures are recorded in fifteen-minute increments. Students who miss more than fourteen hours in any Phase may be administratively withdrawn at the discretion of the Director of Education. Mitigating circumstances will be taken into consideration on a case-by-case basis.

Missed time in excess of 5% or make-up projects and examinations may be made up Monday through Thursday after school from 3:00 to 4:00 P.M. and Monday through Friday from 6:30 to 7:30 A.M. Charges may be assessed in accordance with the school's make-up policy.

Satisfactory Academic Progress

Determining Satisfactory Academic Progress (SAP) is inclusive to both training and attendance. After each Phase (140 Clock Hours), the student must: (A) Achieve a 70% or higher grade in all final tests and projects that were administered during that Phase, and (B) not have been absent more that 5% of any subject that was taught within that Phase. If the minimum standards for either A or B are not met for any two or more Phases the student will be placed on Academic Probation. If the minimum standards for either A or B are not met for any four or more Phases the student will not be making SAP. Failure to achieve SAP can affect Financial Aid eligibility and can lead to Administrative Withdrawal.

The program must be completed within the maximum allowable time frame, which is one and one half (1.5) times the normal length of the program. Therefore, in order to maintain satisfactory progress, the student must complete the program within a maximum of 3,150 hours/450 days attempted in active status. Hours during an approved Leave of Absence or Withdrawal are not included in the calculation.

Leave of Absence or Withdrawal by the Student

Any student finding it necessary to interrupt training for a valid reason may apply in writing for a Leave of Absence. The granting of such leave is at the discretion of the School Director but will not be unreasonably denied. A leave of absence, when approved, must be in accordance with regulations as set forth by the US Department of Education. Any student who wishes to withdraw from training should notify the Director of Education in writing and must also be processed through the Registrar and the Financial Aid Office. If the student withdraws but fails to notify the school, the student will be withdrawn five (5) school days after the last date of attendance. In any case of withdrawal by the student, the appropriate refund policy will be applied as outlined below.

Withdrawals and Re-enrollment Procedures

Withdrawals from the program may be voluntary at the request of the student or as a result of administrative action.

- **Voluntary Withdrawals**

  A student who needs to cease active enrollment in the program for more than 180 days should submit a written request for a voluntary withdrawal.

- **Administrative Withdrawal**

(19)

Administrative withdrawal from the program may result from the inability to maintain satisfactory academic progress, to adhere to other academic or conduct policies, or to make payment in accordance with the enrollment agreement. Administrative withdrawal may also be initiated if a student fails to return from an approved leave of absence. The appropriate Federal and Commonwealth of Massachusetts refund policy will be applied to all withdrawals.

• Re-Enrollment Procedures

Students who wish to re-enroll after an administrative withdrawal must first obtain approval from the Director of Education and the Director of Financial Aid. If approved to re-enroll, the Director of Education will review past school performance to determine how much credit will be granted. Credit may be granted only for Phases completed with passing and complete grades. Students re-entering after an approved leave of absence or withdrawn status must make up any and all failing, and/or incomplete grades from previously completed Phases.

All students must make necessary arrangements relative to their student account with the Financial Planning and Business Office. This will include at a minimum completing a new enrollment agreement. All financial aid paperwork must be completed and approved prior to re-enrollment by the Director of Financial Aid.

School Cancellations

In the event that school must be cancelled due to weather, or other unforeseen difficulties, a decision will be made to either delay the opening of school for a period of two (2) hours or cancel classes for the day. An announcement will be made on WCVB Channel 5, WHDH channel 7 and WRKO Radio AM/680. This announcement is usually broadcast between 5:30 and 8:30 AM. For out of area students the school's answering service (800-292-3228) can be contacted, if necessary, to determine if classes have been delayed or cancelled.

Student Conduct, Dress Code, Safety Procedures (18) (19)

All students are required to adhere to the standards of conduct we believe necessary for a good learning environment. Students we have referred for local housing are expected to conduct themselves in a manner that reflects well on the school. Peer discrimination toward fellow classmates will not be tolerated. Common courtesy is expected toward all faculty, staff and management. Compliance with all school regulations is required. Refusing to comply with school regulations may be cause for immediate dismissal. Foul or obscene language, horseplay in shops or classrooms, insubordination, disruption of lectures, creating distractions, and the use of intoxicating beverages or drugs while in attendance at school will not be tolerated. Specific rules of conduct will be posted on school bulletin boards.

Dress Code

The wearing of shorts as an outer garment is not allowed. Shoes and socks must be worn, and safety requires that the wearing of sandals, cloth sneakers or similar footwear that offer little or no protection for the feet are prohibited. The instructor will advise students of the proper footwear for the particular shop/lab. The wearing of headbands is not permitted. Students with long hair must either wear it up or tied back while in laboratories. Long earrings and necklaces are prohibited.

Safety Procedures

Safety is taught in all shops, laboratories and classrooms. Each shop, piece of equipment, and job has a safety procedure that must be followed carefully. Any student found not observing the safety procedures will be subject to disciplinary action.

Safety glasses must be worn in any and all areas where an eye injury hazard exists. The faculty will inform students when conditions require the use of safety glasses. Some shops will require hearing protection.

Student Complaint/Grievance Procedure (29)

A complaint that is academic in nature should first be brought to the attention of the student's Phase instructor. If the student does not feel the matter has been properly addressed, the Director of Academics may be contacted for further discussion. A complaint that is administrative in nature should be brought to the attention of the appropriate department Director. Unsatisfactorily resolved grievances should be outlined in writing and directed to the President/School Director who will review the matter with the Executive Staff Committee.

Schools accredited by the Accrediting Commission of Career Schools and Colleges of Technology must have a procedure and operational plan for handling student complaints. All complaints considered by the Commission must be in written form, with permission from the complainant (s) for the Commission to forward a copy of the complaint to the school for a response. The complainant(s) will be kept informed as to the status of the complaint as well as the final resolution by the Commission. Please direct all inquiries to:

Accrediting Commission of Career Schools and Colleges of Technology
2101 Wilson Boulevard, Suite 302
Arlington, VA 22201 (703) 247-4212

A copy of the Commission's Complaint Form is available at the school and may be obtained in the school's Business Office.

Graduation

Required Level of Performance For Graduation (20)

All students must maintain certain standards of academic performance in order to complete the program. These standards refer to acceptable grade levels, satisfactory academic progress in the program, and attendance.

All students are expected to attain the best grades possible. Although formal homework assignments are rarely given, most students will need to spend time studying to achieve the best results. Your primary objective must be to learn the subjects and be able to apply what you learn. In order to graduate, students must have passed all subjects with a 70% or higher grade.

(22)
At graduation, the student will be awarded an East Coast Aero Tech Diploma in Aviation Maintenance Technology and therefore will be eligible to take the Federal Aviation Administration's written, oral and practical examinations for Airframe and Powerplant ratings all of which are administrated on campus.

Graduates of East Coast Aero Tech who wish to continue their education leading to an Associate or Bachelor degree may choose to transfer to any one of several colleges and universities that accept credits earned at East Coast Aero Tech. Details are available at the Career Services Office.

Graduation Ceremony, Honors, and Awards

A graduation ceremony is held for graduating students; family and friends are invited to attend. Certificates of Honor are awarded to recognize certain students for attaining high grade point averages during their training at East Coast Aero Tech.

Any student who meets the established criteria can earn the following awards:

- **High Honors Award / Dean's List**
  High Honors Awards are given at graduation to students who achieve a final average grade of 92.5% or higher for the entire program.

- **Honors Award / Dean's List**
  Honors Awards are given at graduation to students who achieve a final average grade of 88.5% through 92.4% for the entire program.

- **Perfect Attendance Award**
  Perfect Attendance Awards are given to those students who complete the entire program without ever being tardy or absent.

- **The Federal Aviation Administration Award**
  The FAA Award is given at graduation to honor a student for academic excellence.

- **The John T. Griffin, Sr. Award**
  The John T. Griffin, Sr. Award is given to the member of the graduating class judged by the faculty to be the outstanding all-around graduate.

(24)

ECAT Policy Regarding Cancellation, Withdrawal and Refunds (Conforming with State Law)

All students who withdraw from East Coast Aero Tech are entitled to a fair and equitable refund of tuition and or fees paid.

- **Cancellations prior to Class Start:** (23)
  The application fee of $25.00 will be refunded if requested within five (5) days after payment, or if the applicant is not accepted by ECAT. Any additional monies paid at the time of executing the Enrollment Agreement will be refunded. Thereafter, if an applicant cancels prior to the requested starting date, all tuition paid will be refunded with the exception of a $50.00 administrative fee and the $25 application fee.

Students who have not visited the school facility prior to enrollment will have the opportunity to cancel without penalty within five days following either attendance at a regularly scheduled orientation or following a tour of the school facilities and inspection of equipment. East Coast Aero Tech reserves the right to change the starting dates of a particular class at its discretion. In such cases, the class may be delayed up to twelve weeks. There will be no extra expense to the student. If the student chooses to cancel at this time, he/she may do so with full refund of all monies paid.

- **Withdrawals After Class Start** (19)
  If you wish to withdraw and terminate your enrollment agreement, you must inform the school in writing. The withdrawal date will be effective on the day the student notifies the school. If the student

(19)
withdraws but fails to notify the school, the student will be withdrawn effective five (5) school days after the last day of attendance. If the student does not return from a leave of absence (LOA) the student will be withdrawn effective the last day of the LOA.

All sales of textbooks, tools and supplies are considered final and become the permanent property of the student.

Federal R2T4 Calculation (Title IV Recipients) (24)

Students receiving assistance from Federal IV programs may be subject to a special refund or return to Title IV requirements as of 10/7/2000 per federal regulations, provided they have completed less than 60% of the payment period for which aid was or could have been disbursed. Federal regulations require the return of Title IV funds in the following order, if applicable: Unsubsidized loans, Subsidized loans, Perkins loans, Plus loans, Pell Grants, SEOG or other Title IV.

Massachusetts State Refund Policy (24)

A. You may terminate your agreement at any time.

B. If you terminate your agreement within five (5) days, you will receive a refund of all monies paid, provided that you have not commenced the program.

C. If you subsequently terminate your agreement prior to the commencement of the program, you will receive a refund of all monies paid, less the actual reasonable administrative costs described in the section detailing Policy Regarding Cancellation, Withdrawal and Refunds.

D. If you terminate your agreement during the first week of the program, you will receive a refund of ninety percent (90%) of tuition less the administrative cost of fifty dollars ($50.00) as described above.

E. If you terminate your agreement after the first week of the program but within the first quarter of the program, you will receive a refund of at least seventy five percent (75%) of the tuition, less actual reasonable administrative costs as described above.

F. If you terminate your agreement during the second quarter of the program, you will receive a refund of at least fifty percent (50%) of the tuition less the actual reasonable administrative costs as described above.

G. If you terminate your agreement during the third quarter of the program, you will receive a refund of at least twenty-five percent (25%) of the tuition, less the actual reasonable costs as described above.

H. If you terminate your agreement after the initial five day period, you will be responsible for actual reasonable administrative costs incurred by the school to enroll you and process your application, which administrative costs shall not exceed fifty dollars ($50.00) or five percent (5%) of the contract price, whichever is less. A list of such administrative costs is part of the enrollment agreement.

I. If you wish to terminate your agreement, you must inform the school in writing of your termination, which will become effective on the day such writing is mailed.

J. The school is not obligated to provide any refund if you terminate your agreement during the fourth quarter of the program.

(24)

K. Refunds are made within 30 days from the date of determination of the student's withdrawal. The date of determination is the withdrawal date as defined in the section **Withdrawals After Class Start.**

Tuition and Fees (23)

• Tuition	$22,100.00
○ Academic Year 1 - (7-1/2 Months)	11,050.00
○ Academic Year 2 - (7-1/2 Months)	11,050.00
• Fees (can be included in Financial-Aid if qualified)	
○ Lab Fees	50.00
○ Graduation Fee	50.00
• Out of Pocket Expenses	
○ Tools, Books and Supplies	1,374.18*
○ FAA Examinations	615.00*
○ Registration Fee	25.00

* Prices for these items are subject to change without notice.

East Coast Aero Tech
2003
School Calendar (27)

The Curriculum at East Coast Aero Tech is divided into 15 instructional "phases". Each phase consisting of 20 scheduled days of training (approximately 4 weeks).

A new class is started every 4 to 8 weeks, approximately 8 classes per year. All new students enter training in phase General I "Basic Aeronautics". The typical class size ranges from 25 to 33 students; however, the student to instructor ratio will not exceed 25:1 during any lab component of a phase.

The school is closed on certain legal holidays. There is a one-week summer break each year during which no classes are held. At Thanksgiving, the school is closed on Thursday and Friday for a four-day holiday. At Christmas, the school is closed for the week following Christmas. In addition, there will be no class for one day between each phase. This day is to allow the faculty time to complete the grades for the phase and prepare for the next phase.

Wednesday, January 1	**New Year's Day / No Classes**
Monday, January 13	Phase Break / No Classes - *Class 901 Graduates*
Tuesday, January 14	**New Class Begins - Class 103**
Monday, January 20	**Martin Luther King Day / No Classes**
Wednesday, February 12	Phase Break / No Classes - *Class 1001 Graduates*
Thursday, February 13	Phase Start
Monday, February 17	**President's Day / No Classes**
Friday, March 14	Phase Break / No Classes - *Class 1101 Graduates*
Monday, March 17	**New Class Begins - Class 303**
Monday, April 14	Phase Break / No Classes
Tuesday, April 15	**New Evening Class Begins - Class 403E**
Monday, April 21	**Patriot's Day / No Classes**
Wednesday, May 14	Phase Break / No Classes - *Class 102 Graduates*
Thursday, May 15	**New Class Begins - Class 503**
Monday, May 26	**Memorial Day / No Classes**
Friday, June 13	Phase Break / No Classes
Monday, June 16	Phase Start
Friday, July 4	**Independence Day Break / No Classes**
Tuesday, July 15	Phase Break / No Classes - *Class 302 Graduates*
Wednesday, July 16	**New Class Begins - Class 703**
Wednesday, August 20	Phase Break / No Classes
Thursday, August 21	Phase Start
Monday, September 1	**Labor Day / No Classes**
Friday, September 19	Phase Break /No Classes - *Class 502 Graduates*
Monday, September 22	**New Class Begins - Class 903**
Tuesday, September 23	**New Evening Class Begins - Class 903E**
Monday, October 13	**Columbus Day / No Classes**
Tuesday, October 21	Phase Break / No Classes - *Class 602 Graduates*
Wednesday, October 22	Phase Start
Monday, November 10	**Veteran's Day / No Classes**
Thursday, November 20	Phase Break / No Classes - *Class 802 Graduates*
Friday, November 21	**New Class Begins - Class 1103**
Thursday and Friday, November 27 and 28	**Thanksgiving Break / No Classes**
Tuesday, December 23	Phase Break / No Classes - *Class 902 Graduates*

Summer Break	**Monday, July 21 to Friday, July 25**
Christmas Break	**Wednesday, December 24 to Friday, January 2, 2003**

CLASSES RESUME ON MONDAY, JANUARY 5, 2004

Required Books, Tools and Supplies (23)

Books		PRICE
☐	ASA-AMT-Set	$150.00
☐	ASA-M-HBK	15.00
☐	AC 43-13	21.00
☐	FAR AMT	21.00
☐	Logic Symbols	31.00
☐	Spruce Catalogue	3.00
☐	Calculator	17.00
☐	ACFT Gas Turbine Powerplant (Phase 15)	50.00
Tax		.85
TOTAL		**$308.85**

Tools and Supplies		
☐	Tool Kit (Snap-On)	$795.00
☐	Safety Wire	9.00
☐	Safety Glasses w/ clear lens*	7.00
☐	Fluke Multimeter	136.00
☐	Double Cartridge Respirator w/ Cart.	36.00
☐	Ear Protectors	10.00
☐	Chemical Resistant Gloves	5.00
☐	Temp Probe Kit	13.00
☐	Colored Pencils	3.60
Tax		50.73
TOTAL		**$1,065.33**

GRAND TOTAL: TOOLS, BOOKS, SUPPLIES: $1,374.18

NOTE: Prices and items are subject to change without notice.

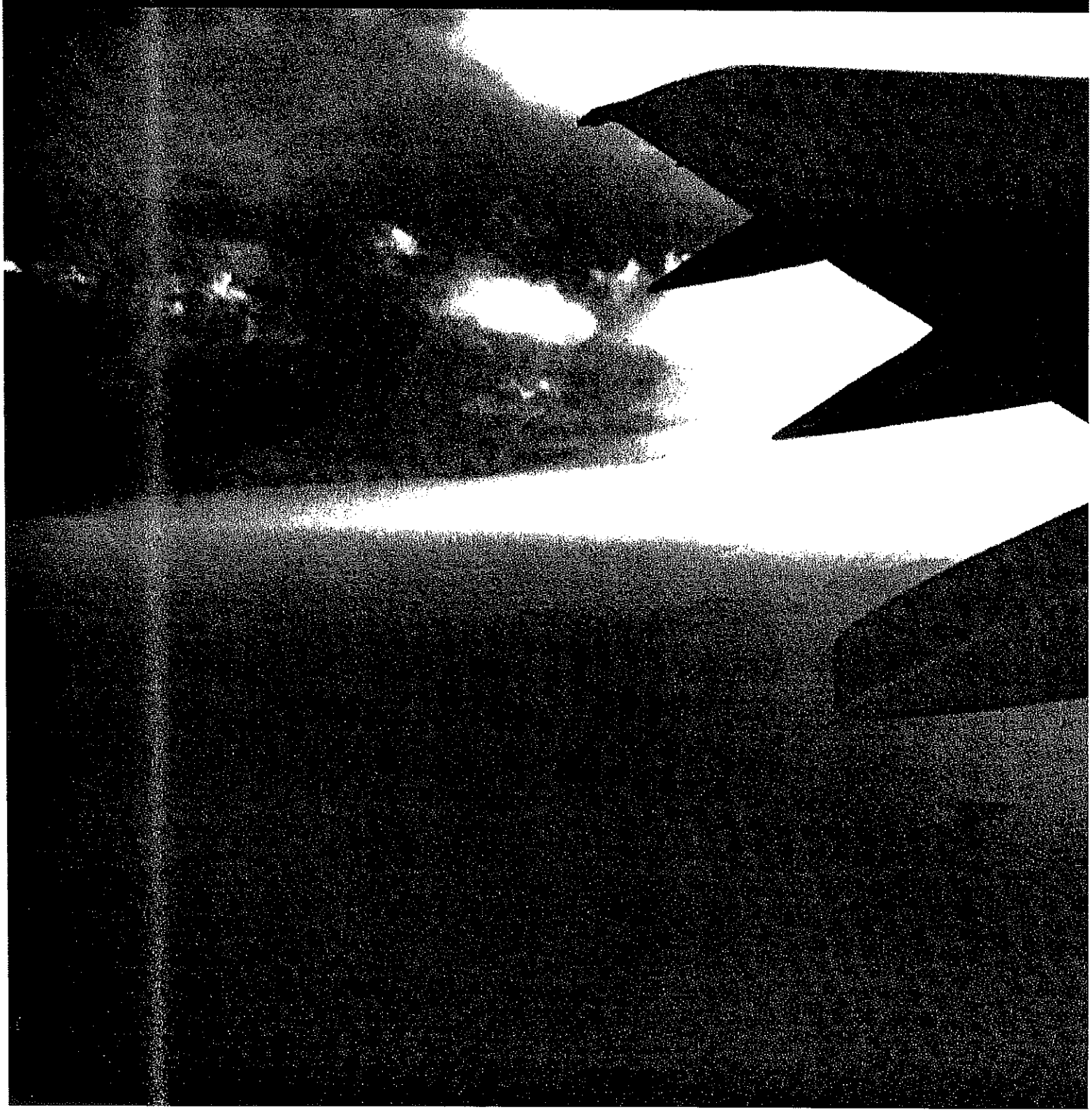
Snap-On Tool List & Part Numbers			
Custom Kit			
Line Item	**Part Number**	**Description**	**Name Brand**
1	SF121	Socket, Deep, 3/8" 12pt	Snap-On
2	SF141	Socket, Deep, 7/16" 12pt	Snap-On
3	SF161	Socket, Deep, 1/2" 12pt	Snap-On
4	SF181	Socket, Deep, 9/16" 12pt	Snap-On
5	SF201	Socket, Deep, 5/8" 12pt	Snap-On
6	SF221	Socket, Deep, 11/16" 12pt	Snap-On
7	SF241	Socket, Deep, 3/4" 12pt	Snap-On
8	SF261	Socket, Deep, 13/16", 12pt	Snap-On
9	SF281	Socket, Deep, 7/8", 12pt	Snap-On
10	A269	Runner, 10 3/8"	Snap-On
11	A272B	Bulk Clip	Snap-On
12	TMD6	Socket, Shallow, 3/16 12pt	Snap-On
13	TMD7	Socket, Shallow, 7/32 12pt	Snap-On
14	TMD8	Socket, Shallow, 1/4 12pt	Snap-On
15	TMD9	Socket, Shallow, 9/32 12pt	Snap-On
16	TMD10	Socket, Shallow, 5/16 12pt	Snap-On
17	TMD11	Socket, Shallow, 11/32 12pt	Snap-On
18	TMD12	Socket, Shallow, 3/8 12pt	Snap-On
19	TMD14	Socket, Shallow, 7/16 12pt	Snap-On
20	TMD16	Socket, Shallow, 1/2 12pt	Snap-On
21	TMD18	Socket, Shallow, 9/16 12pt	Snap-On
22	A265	Runner, 7 3/8	Snap-On
23	A271BB	Bulk Clip	Snap-On
24	HS18A	Hacksaw 12 Blade	Snap-On
25	HPT16	16oz PLS Hammer	Snap-On
26	BP8B	Hammer, 8oz Ball Peen	Snap-On
27	YA153A	Tape 12F	Snap-On
28	FB335	Feeler Gage, 35 Blade	Snap-On
29	SGDP31IR	Screwdriver, #1 tip, 7"	Snap-On
30	SGDP42IR	ACR Screwdriver, #2, 9"	Snap-On
31	SDD2040	Screwdriver, Pocket Clip	Snap-On
32	SDD1	Flat Tip Screwdriver, 3 3/4	Snap-On
33	867BCP	Pliers, 7 9/32"	Snap-On
34	46ACP	Pliers, 6 7/16"	Snap-On
35	AW1013K	Hex Wrench Set, 13 pcs	Snap-On
36	R40B	12OV Solder Iron K	Snap-On
37	KRA229	Box	Snap-On
38	PWC14	Wire Crimp, 8 3/4"	Snap-On
39	GA98A	File Handle Plastic	Snap-On
40	10MA	File, 10"	Snap-On
41	6R	File, 6"	Snap-On
42	8HR	File, 8"	Snap-On
43	61ACP	Pliers, Duck Bill, 7 3/4"	Snap-On
44	96BCP	Pliers, Needle Nose, 7 1/8"	Snap-On
45	5NHR	File, Half Round	Snap-On

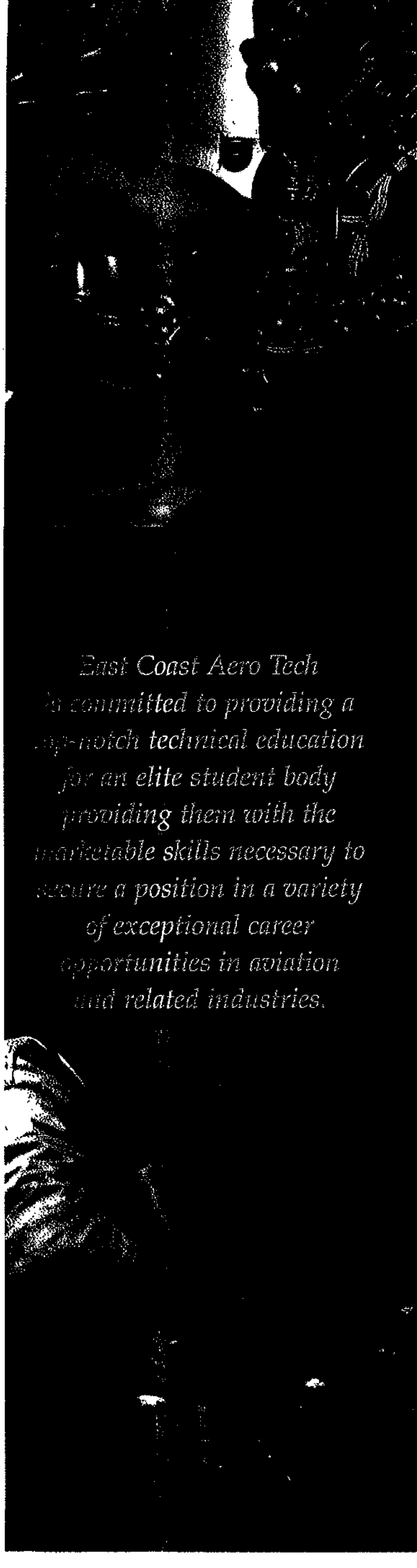
46	SDD4	Screwdriver, Flat tip, 8 27/32	Snap-On
47	ND106	Nut Driver, 3/16", 6 5/8"	Snap-On
48	ND108	Nut Driver, 1/4", 6 5/8"	Snap-On
49	ND110	Nut Driver, 5/16", 6 5/8"	Snap-On
50	ND111	Nut Driver, 11/32", 6 5/8"	Snap-On
51	ND112	Nut Driver, 3/8", 7 1/4"	Snap-On
52	ND114	Nut Driver, 7/16", 7 1/4"	Snap-On
53	PPC103A	Punch, pin, 3/32" pt, 4 1/4"	Snap-On
54	PPC104A	Pin Punch, 1/8, 4 3/4"	Snap-On
55	PPC105A	Pin Punch, 5/32" pt, 5"	Snap-On
56	PPC820A	Chisel, Flat, 5/8", 6 1/2"	Snap-On
57	TM739	Ratchet, 4 1/2"	Snap-On
58	TM10G	Break Bar	Snap-On
59	TMXK60	Extension, 6"	Snap-On
60	TMXK4	Extension, 4"	Snap-On
61	TM5	Slide Bar, 4 1/2"	Snap-On
62	F747A	Ratchet, 10 13/16"	Snap-On
63	FXK6	Extension, 6"	Snap-On
64	FXK3	Extension, 3"	Snap-On
65	FU8A	Univ Joint, 1 15/16"	Snap-On
66	F10LC	Break Bar	Snap-On
67	OEX12B	Wrench, 3/8", 12pt	Snap-On
68	OEX14B	Wrench, 7/16", 12pt	Snap-On
69	OEX16B	Wrench, ½", 12pt	Snap-On
70	OEX18B	Wrench, 9/16", 12pt	Snap-On
71	OEX20B	Wrench, 5/8", 12pt	Snap-On
72	OEX22B	Wrench, 11/16", 12pt	Snap-On
73	OEX24B	Wrench, ¾", 12pt	Snap-On
74	OEX26B	Wrench, 13/16", 12pt	Snap-On
75	OEX28B	Wrench, 7/8", 12pt	Snap-On
76	OEX30B	Wrench, 15/16", 12pt	Snap-On
77	OEX32B	Wrench, 1", 12pt	Snap-On
78	YA805B	Center Punch	Snap-On
79	PMF131	6" PKT Ruler	Snap-On
80	OXI707BK	Wrench Set	Snap-On
81	KRW183	3 DWR Chest	Snap-On

East Coast Aero Tech

2002-2003

Be On The Leading Edge



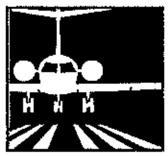


East Coast Aero Tech is committed to providing a top-notch technical education for an elite student body providing them with the marketable skills necessary to secure a position in a variety of exceptional career opportunities in aviation and related industries.

Celebrating

The Stinson Trimotor

The image of the Trimotor reminds us of ECAT's long and rich history. The Trimotor was flown during the same period when we opened our doors in the early 1930's. It is also the plane that sits behind Mr. John T. Griffin Sr. in the photo that hangs in our lobby.



Modern Plane

The image of the modern plane reminds us of how far we have come, aviation as an industry, and ECAT as an educational institution. It is also symbolic of the infinite opportunities within aviation.

Faces

The image of the faces represents the thousands of students that we have helped to become successful over the past 70 years and the many students yet to come. It is also a reminder to each of us that we are all in the "people business".

Books and Tools

The image of the books and tools reminds us of our never ending commitment to learning and to providing the highest level of education possible to our students, to each other, and to the aviation community.

150 Hanscom Drive Bedford, MA [illegible]1730

Tel: 800-292-3228 / 78[illegible]-274-8448

Fax: 781-274-849[illegible]

E-mail: adm[illegible]ions@ecaerotech.com

Website: http://www.ecaerotech.com

East Coast Aero Tech is committed to a policy on non-discrimination on the basis of race, sex, sexual orientation, national origin, age, handicap, or religion in its education programs, activities, and employment practices.

East Coast Aero Tech maintains all student records confidentially in accordance with the Family Educational Rights and Privacy Act of 1974.

Brochure published [illegible]. All photographs were taken at East Coast Aero Tech at Hanscom Field [illegible] 11, 12, 13, 14, and 15 [illegible] necessary to [illegible] or schedules in order to meet industry requirements [illegible] announcements, and other [illegible] subject to change without notice.

Our *Anniversary*
1932 - 2002

Accreditation

Accredited by the Accrediting Commission of Career Schools and Colleges of Technology (ACCSCT). Applicants interested in comparable program information related to tuition and program length are advised to contact the ACCSCT at 2101 Wilson Blvd., Arlington, VA 22201. (703) 247-4212

Memberships

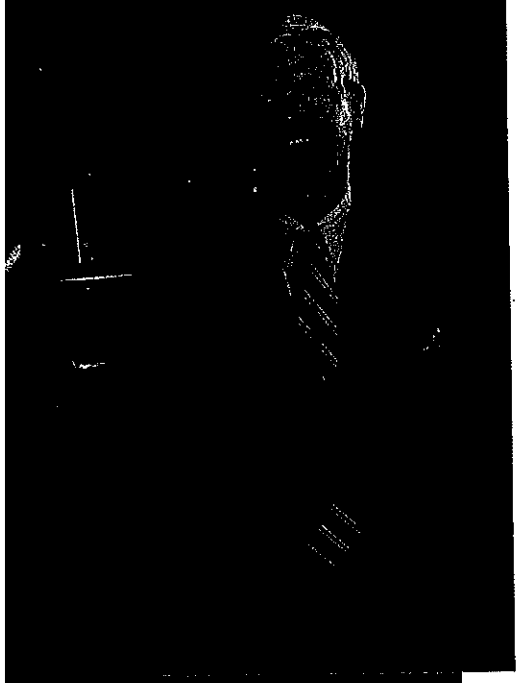
- Aviation Technician Education Counsel (ATEC)
- Aero Club of New England (ACONE)
- National Aeronautics Association (NAA)
- Professional Aviation Maintenance Association, Inc. (PAMA)
- Massachusetts Association of Student Financial Aid-Administrators (MASFAA)
- Massachusetts Association of Private Career Schools (MAPCS)
- Massachusetts School Counselors Association (MSCA)
- National Association of College Admission Counseling (NACAC)
- New England Association of College Admission Counseling (NEACAC)
- National Association of Financial Aid Administrators (NAFAA)
- New England Association of College Registrars and Admissions Officers (NEACRAO)
- Better Business Bureau (BBB)
- Association of Supervisors and Curriculum Developers (ASCD)

Approvals

- US Department of Transportation-Federal Aviation Administration (FAA), Air Agency Certificate number EC6T068K
- US Department of Education. Approved to participate in the Title IV Financial Aid Programs
- Commonwealth of Massachusetts Department of Education
- Commonwealth of Massachusetts Division of Employment and Training
- Department of Veterans Affairs. Approved for Veterans Training

The Airframe and Powerplant program at East Coast Aero Tech is fully approved by the Federal Aviation Administration under Part 147 of the Federal Aviation Regulations. As such, the FAA makes frequent visits to our campus to review our teaching methods and program content. Additionally, management invites industry leaders representing prospective employers for ECAT graduates as well as experienced educators to assist the school through a Program Advisory Committee. The Committee meets semi-annually and addresses a pre-planned agenda with the ongoing objective of further enhancing our FAA approved program.

A Message *from the President*



East Coast Aero Tech, based at Hanscom Field near Boston, Massachusetts, has been a leader in teaching aviation maintenance technology for seventy years. The school has a solid commitment to providing top-notch technical training for qualified individuals with an interest in aviation and an aptitude for electrical and mechanical aircraft systems.

The aviation industry, barely a century old, has gone through remarkable growth, with extraordinary achievements. General and commercial aviation career opportunities, at all levels, are steadily increasing as air traffic grows, technology advances and retirements occur.

Career opportunities in aircraft maintenance and related fields of high technology are attainable through the curriculum offered at East Coast Aero Tech. The faculty has years of experience with the military, airlines, aircraft manufacturers and fixed-based operators. They take pride in guiding students successfully through a demanding program which rotates through our classrooms, shops, and spacious hangars.

The faculty, staff and support services are all aimed at preparing students to become FAA certified Aviation Maintenance Technicians, fully authorized to work on airframes and all types of engines. Our graduates, thousands of men and women, have gone on to rewarding careers in the worldwide aerospace industry. We are extremely proud that their training has provided not only technical competence, but also a fervent dedication to aviation as well.

As you explore your technical education options, we hope you take the time to visit our school and let us describe for you the exciting growth opportunities that are available in today's aviation industry.

Sincerely,

Samuel R. Morgan

Samuel R. Morgan
President

A Message *from the Director*

As Director of East Coast Aero Tech I repeatedly find myself telling people I have the best position in the world. It is a distinct honor to work with an elite staff and faculty, and year after year watch hundreds of students graduate and move into a career as certified Aviation Maintenance Technicians.

I tell all incoming students at orientation that our top priority is to do whatever it takes to help them get to graduation day. We have been experts since 1932 and we know what, when and how to help you reach your goals. Should you decide to become an ECAT student you will join an elite group of individuals working all over the world in an incredibly exciting industry.

Our graduates leave ECAT more confident, more employable, and more valuable, not only to themselves but to their families and communities. You will learn what it means to be part of a team and to be a first rate craftsperson. The career opportunities as an Aviation Maintenance Technician are abundant. The transferable skills you gain will open up unimaginable opportunities and take you places only dreamed of prior.

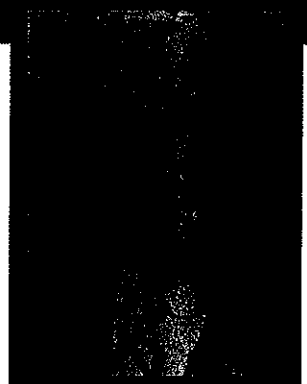
My door is always open, as are all staff and faculty doors. Pay us a visit and get to know us. You will quickly discover what a very unique school we have created and what an outstanding opportunity we have to offer.

Sincerely,

Steven M. Fitzgerald
Director

ECAT Faculty & Staff

On a clear, crisp September day in 1996, John T. Griffin, Sr. stood before a gathered group of students, faculty, family and friends to accept another industry honor. East Coast Aero Tech had just acquired a new building to house its administrative offices, classrooms and a very sizable hangar. The building was being dedicated to Mr. Griffin, a recognized pioneer in aviation history. He was almost ninety, but his commanding presence was just as sharp as it was when he founded East Coast Aero Tech in 1932.



John T. Griffin, Sr.

Mr. Griffin originally formed the school to teach flying, however, as the fleet of airplanes grew it became nearly impossible to find mechanics sufficiently skilled in aircraft maintenance. He solved the problem by starting an apprenticeship program for mechanics. The growth of this program paralleled the growth of the flying operation. In addition to his responsibilities at ECAT, Griffin also flew the Boston-Montreal mail route on a regular basis through the 1930's.

When war broke out in Europe in late 1939, the United States established a Civil Pilot Training Program under which thousands of young men and women were trained at the public expense. ECAT was an active participant in the program, contributing a valuable pool of pilots, as well as mechanics.

Although Mr. Griffin was running an extremely busy school during these years, he still found time to make an enormous contribution to the war effort. He pioneered arctic air-routes, and flew hazardous missions to war-torn England carrying desperately needed war material. After the war, he rounded out his flying career by becoming Chief Pilot for Northeast Airlines, while still continuing to oversee East Coast Aero Tech.

ECAT's post-war planning brought about the decision to devote the teaching activity solely to Aviation Maintenance Technology. With a highly experienced staff in place, and many returning from military service, the reorganized school was dedicated to becoming equal to or better than any school of its type in the country.

Mr. Griffin retired in 1977. He was recognized that year by the Aero Club of New England, and in good company with prior honorees such as: Sikorsky, Doolittle, Yeager and other aviation notables. His son, John Jr., succeeded him in 1977. ECAT was later acquired by Wentworth Institute of Technology in 1986.

On its 60th anniversary in 1992, the school was the recipient of a Northwest Airlines Boeing 727 jet airliner. It also received a United Technologies Pratt & Whitney JT9D High Bypass Turbine Engine that had hung from the wing of a Boeing 747. These generous donations are among many training aids on which our students work.

In 1996, new management purchased ECAT from Wentworth Institute of Technology. Encouraged by the enthusiastic support throughout the industry, particularly from alumni, and inspired by the leadership of ECAT's founder, management is firmly committed to the high standards of quality training that make East Coast Aero Tech preeminent among schools of its type.

Your Education

ECAT provides the skills necessary so that upon graduation our students have the ability to keep any aircraft they are assigned in peak operating condition, or perform any related tasks beyond their employer's expectations. Our graduates leave understanding words like integrity, trust, commitment, teamwork, professionalism, contribution, and prestige.

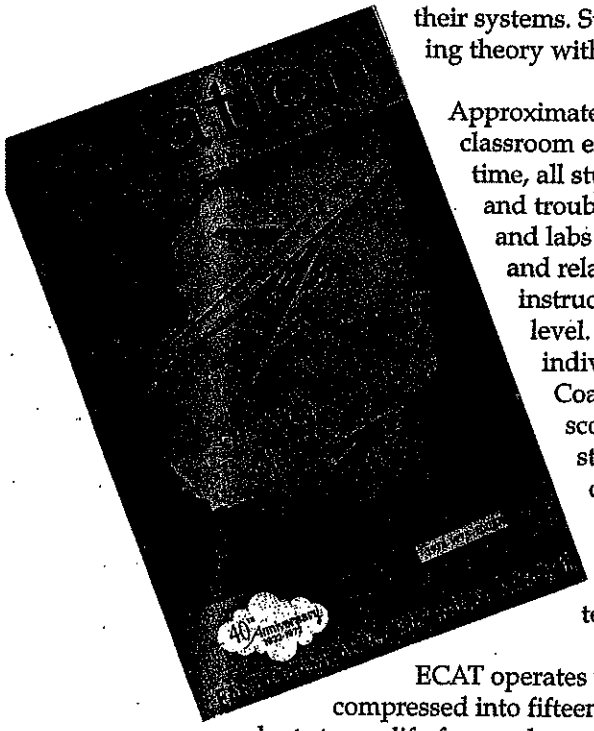
"I feel that the education I received at ECAT gave me the training, skills, and confidence to work in aviation anywhere in the world. ECAT provided me with a solid foundation that will serve me well for many years to come. I wouldn't change a thing if I were to do it all over again."

Dick Rhuda
Graduate of East Coast Aero Tech 1982

Not only do we provide our students with a traditional education, but we also encourage them to set tangible goals while they are with us. The faculty and staff at ECAT all believe that setting goals is the foundation for personal and professional growth. Because our students have taken the time to set specific goals while pursuing their education, they will leave ECAT with a solid base, which will in turn bring them the success they deserve. At ECAT it is not just about aviation maintenance, but also about growing as a person and reaching new limits.

The program is approved by the Federal Aviation Administration. Throughout our history we have been innovative in developing teaching methods that work. We understand that our students learn in a variety of ways. Whether a student learns best through reading, listening, or hands-on experience, we deliver the curriculum in a way that works best for each individual student.

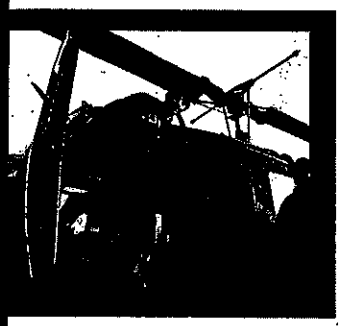
The curriculum, training aids, and equipment are frequently updated to keep pace with the latest developments in modern aircraft and their systems. Students learn each subject by combining theory with practical application.



Approximately 50% of each subject is taught in a classroom environment. During the remaining time, all students complete a variety of projects and troubleshooting exercises in our workshops and labs where they work on modern aircraft and related equipment. The student-to-instructor ratio is maintained at an attractive level. This policy ensures that students get individual attention. Over the years, East Coast Aero Tech graduates continuously score very well on FAA exams. Recent statistics report that 93.6% of ECAT students that take the FAA written exams pass on their first attempt. Feedback from the aviation industry about our graduates confirms that our teaching approach is solidly on track.

ECAT operates year-round. Two academic years are compressed into fifteen months. This schedule permits students to qualify for employment in the shortest possible time.

Based on industry demands, we believe there is a need for private vocational-technical career education. We fulfill this need by training students in an accelerated period of time, giving them the skills necessary to qualify for positions in the aviation industry. In addition, students gain many transferable skills that qualify them for a variety of positions in related fields. By setting high standards, eliminating all extraneous subjects from the curriculum, and adhering to a rigorous structured schedule, we achieve this goal. Our graduates are prepared to enter the aviation industry and a variety of other related industries ready to accept personal responsibility for job performance. These ideals are stressed throughout the course of study.



Facilities

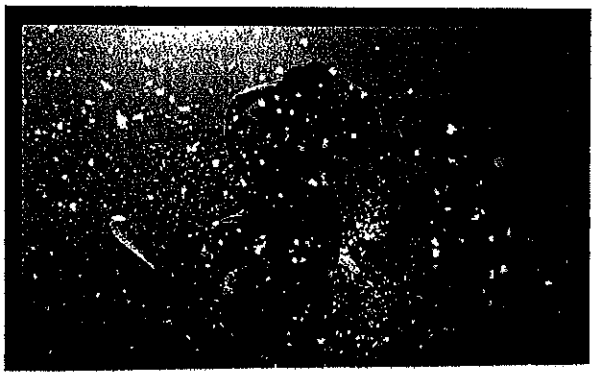
East Coast Aero Tech is housed in a complex of three buildings with a total of 55,000 square feet of space for labs, shops, classrooms and administrative offices. All campus buildings are within easy walking distance of each other with plenty of parking available.

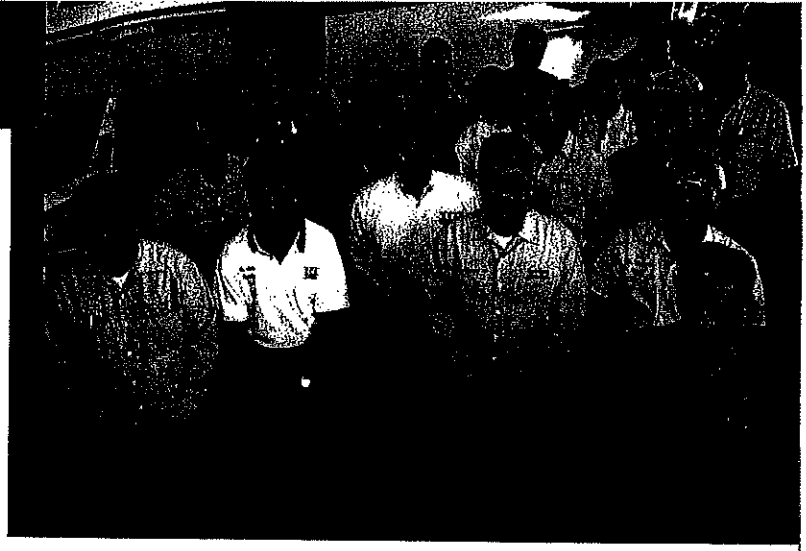
The largest of these buildings is the John T. Griffin, Sr. Building named for the school's founder. This building contains the school's administrative offices, bookstore, library, several spacious classrooms, shops and labs. The George W. Thomas Hangar contains shops and labs. The Catherine A. Mayo Building houses classrooms and labs. Classrooms are equipped with modern multi-media teaching aids. Shops and labs are equipped with aircraft and aircraft system mock-ups used to train students in the repair of today's state of the art aircraft. Computers for student use are available throughout the school, some with Internet access.

Location

East Coast Aero Tech is based at Hanscom Field, which is one of the busiest airports in New England serving both military and civilian aviation requirements. The airport, approximately 15 miles northwest of Boston, Massachusetts, is located in the town of Bedford, an attractive historic area between the towns of Lexington and Concord, near the Minuteman National Park. Access to all major highways is quick and direct. Whether a fan of the ocean or the mountains, students are within an hours drive to many famous New England destinations. Many of our students plan skiing, mountain biking, sailing, fishing or hiking excursions, depending on the season. In addition, the New Hampshire International Speedway (NHIS), which is home for NASCAR racing in New England, is only an hour drive from Hanscom Field.

The city of Boston is a short drive away and public transportation is available. Boston, the largest metropolis in New England, is among America's most vital cities, and is home to 6 major sports teams including the Boston Celtics, Red Sox, Bruins, New England Patriots, and the New England Revolution; if you're a sports fan you couldn't be closer to a better city. Boston also offers a night scene that has something for everyone, a dynamic theatre district, quality museums, and plenty of great restaurants to visit. Finally, Massachusetts is also known as an educational and medical hub, home to MIT, Harvard, Boston College, Boston University, Massachusetts General Hospital, Beth Israel and countless other quality institutions.





Faculty

Combined, the faculty at East Coast Aero Tech has over **350 years** of aviation experience and is the cornerstone of our international reputation. ECAT's faculty motivates their students, promotes their achievements, offers counsel when necessary and prepares them for their future in aviation maintenance or other related fields of interest.

Our faculty brings experience from major and regional airlines, corporate and general aviation, manufacturing, and many have held management positions at related corporations. Others have held positions in the private sector before teaching at ECAT at institutions such as *American Airlines, Cessna, Allied Signal/Honeywell, IBM, National Transportation Safety Board (NTSB), Pratt and Whitney, Eastern Airlines,* and *Northstar.*

Some have come from the military and want to pass on all they've learned to the next generation. Several of the faculty hold additional FAA ratings above their A&P. Some hold Inspection Authorization (IA), Designated Mechanics Examiner (DME), and several are commercial, private and helicopter pilots. The diversity in their professional histories provides students with a wealth of knowledge above and beyond the standard curriculum.

What is striking about the faculty at ECAT is how similar their backgrounds and interests are with the students at ECAT. Most of the faculty and staff at ECAT have hobbies that are shared with their students, including vehicle restoration, motorcycling, skiing, boating, fishing and hunting, snowmobiling, auto racing, music, and sports.

Admission

East Coast Aero Tech seeks students with the ability, curiosity, and motivation to be successful in the technical program of aviation maintenance or any highly technical field.

Advanced Standing

Applicants transferring from a school offering a similar curriculum or having civil or military experience may apply for advance standing.

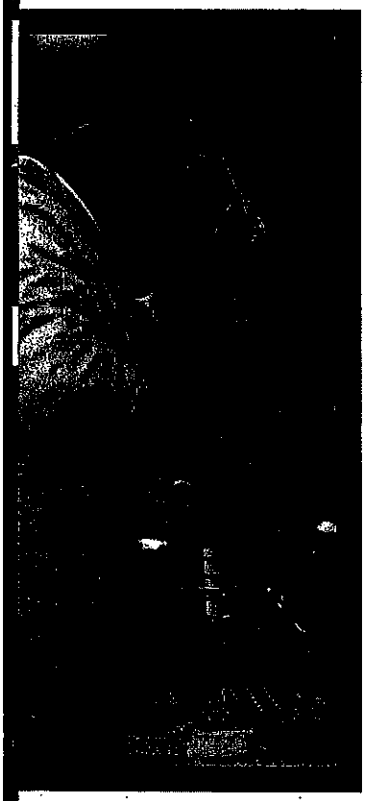
International Students

East Coast Aero Tech is approved by the U.S. Department of Immigration and Naturalization Service for Foreign Students. Students studying here from abroad are required to possess an M1 Student Visa.

Applicants must be recipients of a high school diploma or a recognized equivalent (GED). As an applicant for admission, the student authorizes the school to request a copy of an official transcript in the written release section.

A personal admissions interview is normally required unless geographical limitations make it impractical, and then a phone interview may be arranged.

All applicants must pass a comprehensive aptitude test.



Graduation Ceremony, Honors and Awards

A graduation ceremony is held for graduating students; family and friends are invited to attend. Certificates of Honor are awarded to recognize certain students for attaining high grade point averages during their training at East Coast Aero Tech.

The following awards can be earned by any student who meets the established criteria:

- HIGH HONORS AWARD / DEAN'S LIST
  High Honors Awards are given at graduation to students who achieve a final average grade of 92.5% or higher for the entire program.

- HONORS AWARD / DEAN'S LIST
  Honors Awards are given at graduation to students who achieve a final average grade of 88.5% through 92.4% for the entire program.

- PERFECT ATTENDANCE AWARD
  Perfect Attendance Awards are given to those students who complete the entire program without ever being tardy or absent.

- THE FEDERAL AVIATION ADMINISTRATION AWARD
  The FAA Award is given at graduation to honor a student for academic excellence.

- THE JOHN T. GRIFFIN, SR. AWARD
  The John T. Griffin, Sr. Award is given to the member of the graduating class judged by the faculty to be the outstanding all-around graduate.

Our Students

Approximately 70% of our students are between the ages of 18-35. The remainder are in their late 30's to early 50's. All of our students have a minimum of a high school diploma or GED equivalency. Some have attended college. Many have military experience. Most students find upon their very first day how much they have in common with each other. Many enjoy working on their vehicles; riding motorcycles; auto racing and restoration; hunting; fishing; outdoor sports; music; mountain biking; and many, of course, love working with aircraft.

Our students come from varied backgrounds. Whether they are recent high school graduates, military veterans or simply career changers looking for career advancement, their common bond is an interest in and aptitude for electrical and mechanical devices. Our students gain satisfaction from solving a wide array of practical problems through theoretical analysis and hands-on troubleshooting.

The opportunities for women and minorities have increased dramatically over the last couple of years. Our enrollments for both groups have expanded. Our students come from all over the United States and from countries abroad.

About 85% of our students find part-time work while attending ECAT. About 50% are married and have families. Virtually all our students need and qualify for some form of financial aid.

Day in the Life

Al[illegible] classes begin at 7:30 am, [illegible] between 6:45 and 7:00 am to [illegible] available and enjoy a cup of c[illegible] dents before their class begins. Stud[illegible] phase they are in, spend the first part [illegible] classroom focusing on theory and instruction.

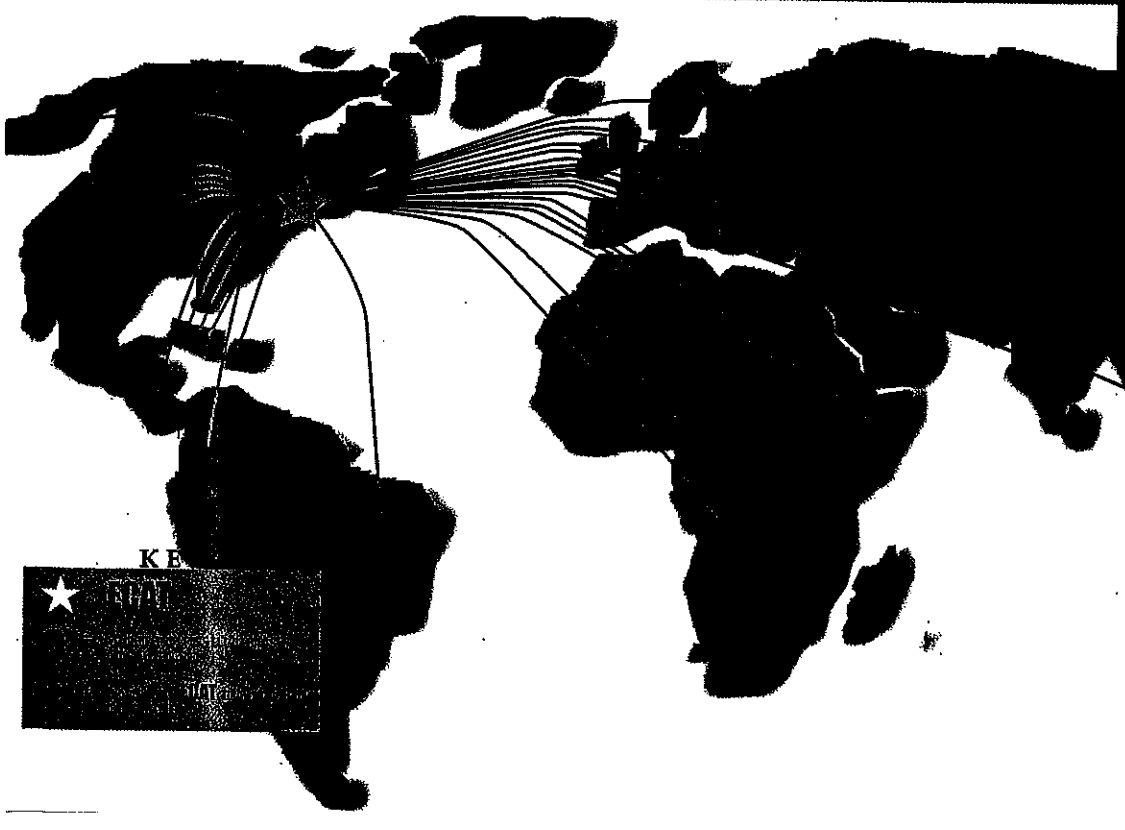
There is an early morning break at 9:30 a[illegible] dents kick back in the student lounge w[illegible] coffee, visit the canteen truck that arrive[illegible] for ECAT students, or stretch their legs [illegible] to class after their break until 11:30 am.

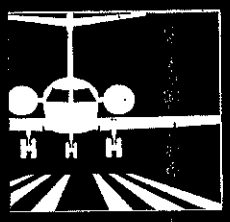
Many students bring their own lunch[illegible] there is a microwave and refrigerator [illegible] from the lunch truck or cruise over t[illegible] students elect to spend their lunch t[illegible] student lounge, or hacky sac on the grass.

After their lunch [illegible] noon spent in the hangar fo[illegible] [illegible] of the [illegible] would [illegible] typical [illegible] 172 on the ram[illegible] fro[illegible]

ECAT, like most schools, has a Student Council. The purpose of the Council is to offer an ever changing student body a representing voice as leaders, communicators, and mentors and to provide a constructive relationship between faculty, students, and the administration.

Each class elects a representative to the Student Council. This member is elected at the end of the General I Phase. The Student Council meets regularly throughout the program to discuss ideas and concerns of students, and to communicate directly with the Administration.





" For those who enjoy working with and in a , then this field will provide many with the satisfaction that comes from pursuing their personal interest. "

Aviation has become an integral part of life! Aircraft are assets and need to be maintained. In addition, it is predicted that 63% of the A&P workforce will retire in the next ten years, leaving a desperate need for qualified Aviation Maintenance Technicians (AMTs.) The industry remains strong and will continue to grow.

There remains near-constant talk of an AMT shortage in the aviation industry. Thousands of graduates holding federal certification are now employed throughout the world in the aviation industry, many at a managerial level. Others have opted to use their broad-based training to enter high tech oriented positions.

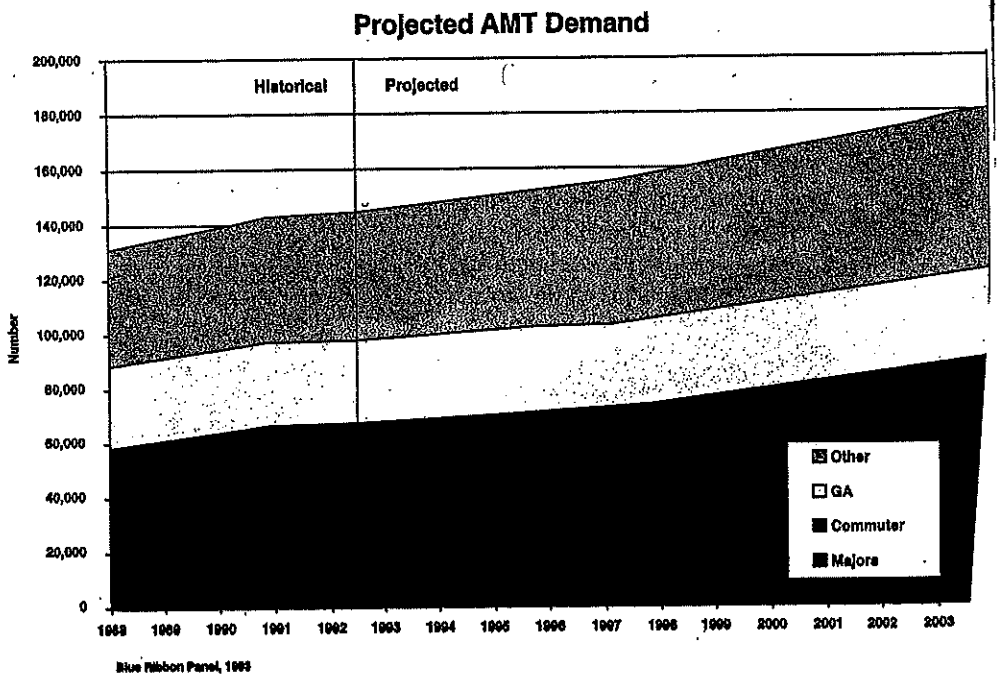
According to a recent government "Blue Ribbon Report," the current outlook for exciting employment opportunities for AMTs is strong though the year 2005. The Report suggests there could be as many as 70,000 to 100,000 new AMT positions becoming available within this time period. For many years, aviation has been the prime means of inter-city travel for the American public, and the US air transportation industry is considered the world's leader. Experts foresee continued growth and job generation in this field.

The most desirable careers in Aviation Maintenance are available only to those who are federally certified. East Coast Aero Tech trains students to obtain this certification, and has successfully placed thousands of its graduates in the industry.

Aviation career fringe benefits are competitive, and typically include vacations, sick leave, medical, life insurance and retirement plans. Many workers in the airline industry also enjoy the benefits of free or reduced-rate air travel to almost anywhere in the world.

For those who enjoy working with engines and electronics and electrical devices in a hands-on environment, then this field will provide many with the satisfaction that comes from pursuing their personal interest. As students acquire the solid technical education necessary for certification eligibility in the aviation industry, they should find employment options that help secure professional and financial satisfaction.

Blue Ribbon Panel Study



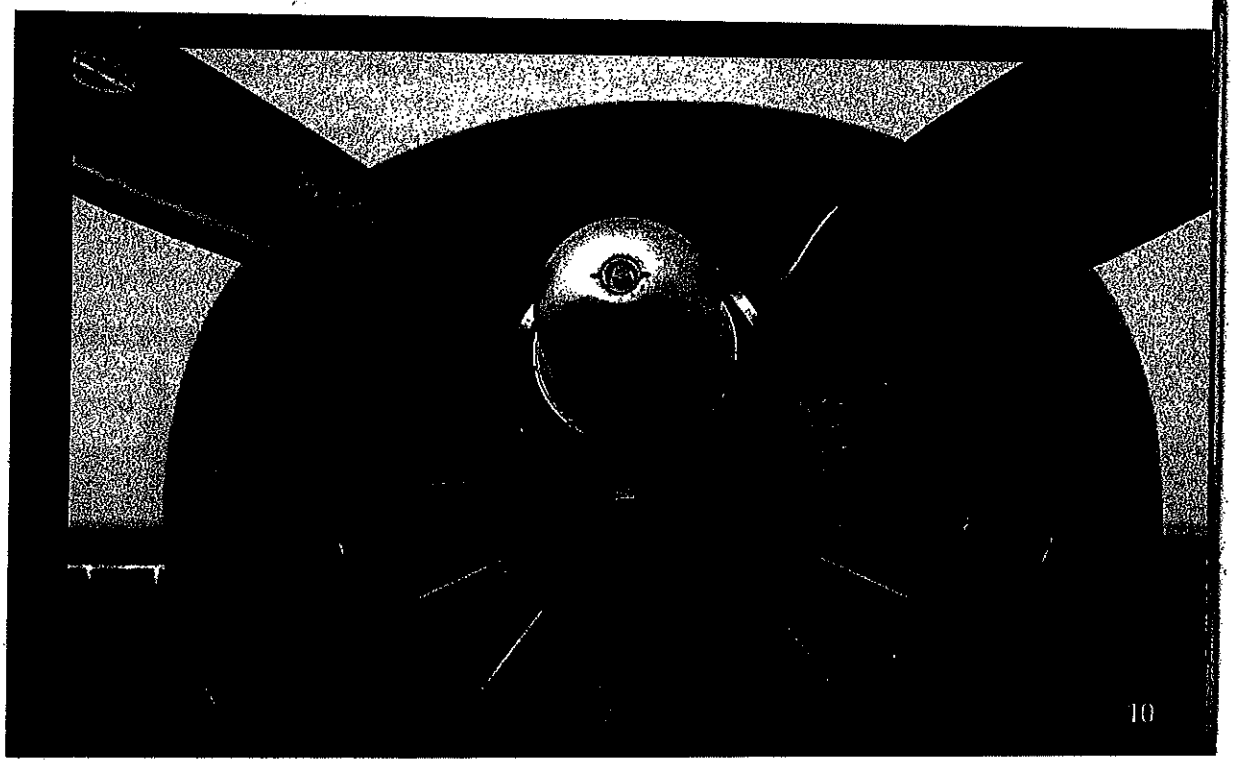
Launching Your Career with East Coast Aero Tech

Once you decide that you want to be an FAA certified Aviation Maintenance Technician, you must then choose the school which you feel is best qualified to give you the necessary training to reach your career goals. East Coast Aero Tech will meet this requirement for you.

East Coast Aero Tech has been in continuous operation since 1932. During these seventy years, we have taught through the achievements of many famous individuals and the development of incredible technology, from Amelia Earhart being the first person to fly solo across the Pacific Ocean nonstop; to Chuck Yeager breaking the sound barrier; to the successful flight of the Gossamer Condor, the first aircraft powered by a human to fly; and the flight of the Voyager by Dick Rutan and Jeana Yeager as they went on their famous trip around the world without stopping for fuel.

How You Can Get Started

Simply call **(800)-292-3228** and ask to speak to an admissions representative. We are ready to answer any questions you may have. The first step is to visit us, meet with an admissions representative and, while you are here, take a tour of our world-class facilities. You'll also get a chance to see students in action and get an inside look at the exciting world of aviation at Hanscom Field, one of New England's biggest airports.



Since 1932, we estimate that students have graduated from East Coast Aero Tech. The aviation industry is extremely broad which provides diverse employment opportunities for our graduates with interests in specific fields. The following partial lists of companies are employers of our graduates :

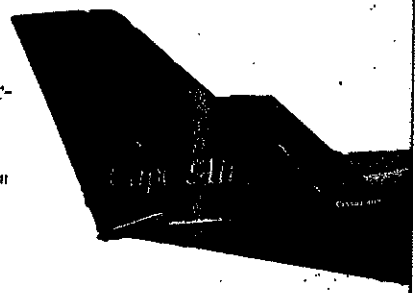
MAJOR DOMESTIC AND FOREIGN AIRLINES

- *United Airlines*
- *American Airlines*
- *TWA*
- *Northwest Airlines*
- *Alaska Airlines*
- *Delta Airlines*
- *US Airways*
- *Continental Airlines*
- *Southwest Airlines*
- *Lufthansa*

When offered employment at major airlines, some companies require you to spend up to two to three years at one of its major overhaul facilities. This will allow you to gain a solid foundation on all systems of the various types of aircraft the airline uses in its fleet. It also helps you to learn the company policies and maintenance record systems. Line maintenance and field inspection advancement opportunities usually develop from this initial experience. Movement to one of these positions is usually based on seniority.

REGIONAL AND COMMUTER AIRLINES

- *Signature Air*
- *Continental Express*
- *American Eagle*
- *Cape Air*
- *USAIR Express*
- *Island Air*

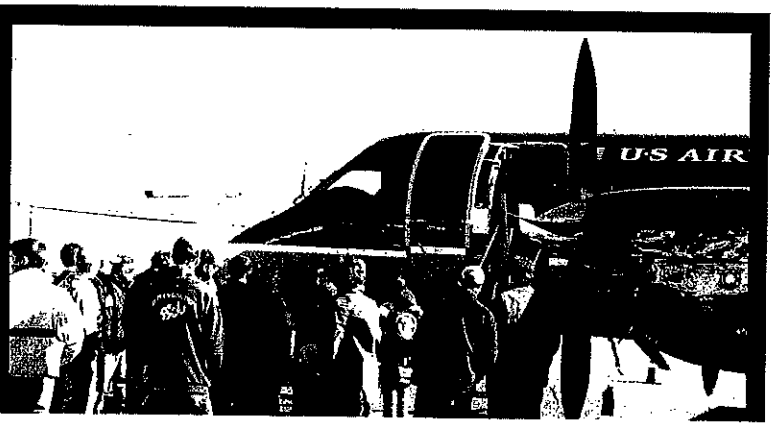


Many graduates begin their careers with Regional carriers. During the last two years, the major domestic growth in aviation has been in this area because the major airlines are relying more and more on the "hub" concept where the smaller aircraft service the smaller cities.

HELICOPTER OPERATIONS

- *Wiggins Airways*
- *Digital*
- *Helicopter Services*
- *Raytheon*

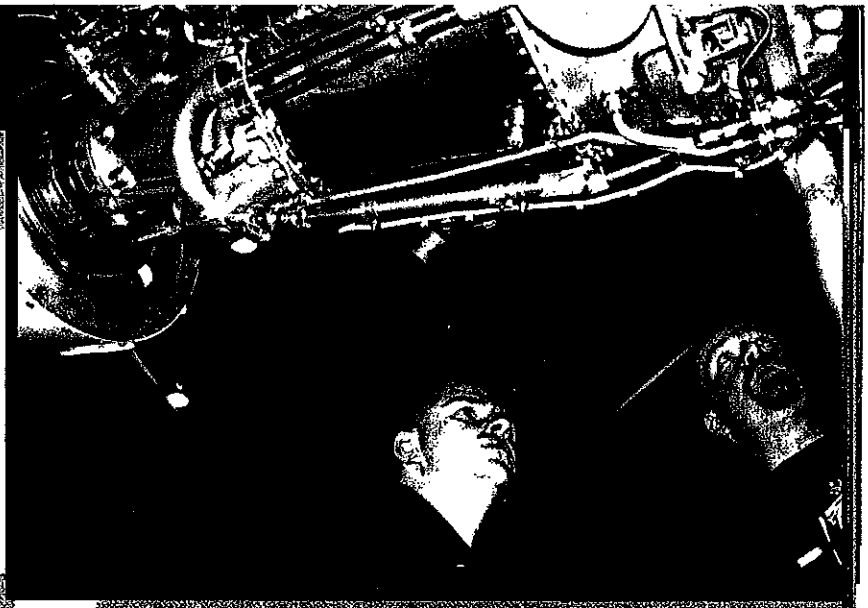
Helicopter Operations offer considerable diversity. Virtually every major city in the world has at least one helicopter operation to transport executives to and from their places of work. Also, helicopters are used extensively for medical evacuation, radio reporting and traffic reporting in all urban areas. Many communities and corporations use helicopters for spraying and fertilizing operations, getting to oilrigs and difficult remote projects that involve lifting supplies and construction material. A graduate who is leaning in this direction has vast opportunities in either an urban or rural location.



AVIONICS/RADIO REPAIR FACILITIES

- *Aviation Electronics, Inc.*
- *Stead Aviation*
- *The Radio Shop*
- *Griffin Avionics*

Aviation Electronics has become a crucial component in the Aviation Industry. New aircrafts are becoming increasingly complex and the need for qualified technicians to repair electrical equipment has reached a high demand.



AIRPLANE/HELICOPTER MANUFACTURERS

- *Boeing*
- *Lockheed*
- *Cessna*
- *Canadair*
- *Bombardier*
- *Sikorsky*
- *Raytheon Beech*
- *Piper*
- *Lear*
- *Grumman*
- *Bell*
- *Gulfstream*

Aircraft manufacturers, both fixed wing and helicopters, are located all over the United States. Most of them also have sub-assembly plants that make wings, parts of the fuselage, and landing gear, which are shipped to a main assembly plant for final assembly. The list of companies above includes large aircraft as well as the type of aircraft that would be privately owned or used for charter operations. The work environment in these plants is clean and benefit packages are competitive.

ENGINE MANUFACTURERS/ OVERHAUL FACILITIES

- *Avco Lycoming*
- *Pratt & Whitney*
- *Rolls Royce*
- *Penn Yan*
- *Hamilton Standard Service*
- *Continental*
- *General Electric*
- *Mattituck*
- *Turbine Engine*

Engine manufacturer and repair facilities, including propeller overhaul shops, are located throughout the United States. For various component parts for engines there are literally thousands of original equipment manufacturers. Whether you are interested in turbine or reciprocating engines, opportunities are quite good in both areas.

CARGO CARRIERS

- *Federal Express*
- *Airborne Express*
- *UPS*
- *Emery AirCargo*

The cargo carriers operate in a similar fashion to the major airlines except most of the flight operations are at night. The aircraft equipment is essentially the same although the aircrafts are configured without seats and interior comforts in order to make more room for cargo. Many of the short-haul carriers fly single engine and light twin aircraft from small airports to the major hubs where cargo is transferred to larger aircraft. In either case, maintenance is required for all operations and employees are able to work and live in large cities or small towns.

FIXED BASE OPERATORS

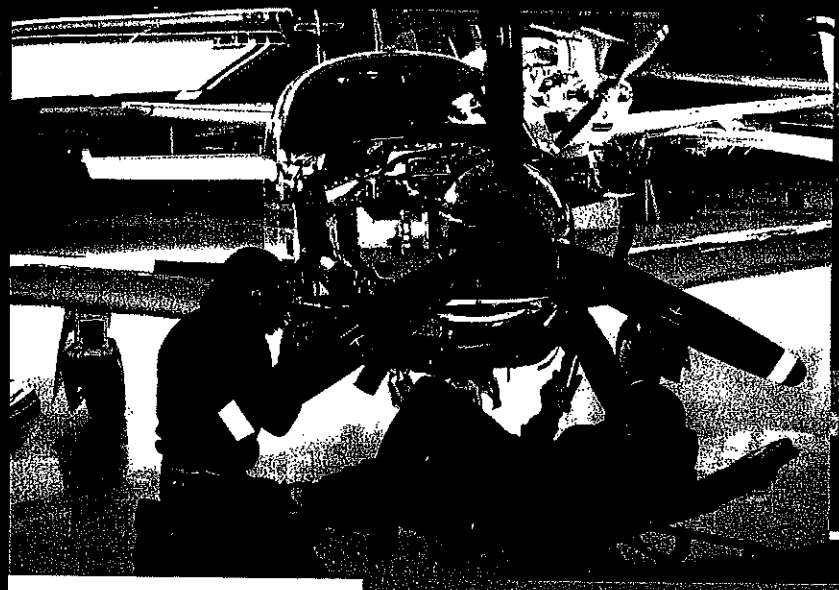
- *Jet Aviation*
- *Wiggins Airways*
- *General Aviation Services*
- *Million Air*
- *Mercury Aviation*
- *AMR Coombs, Inc.*
- *Falcon Air, Inc.*
- *Stead Aviation*

Fixed Based Operator (or FBO) is a general term for companies that support most private and charter flight operations. Services usually include maintenance, hangar storage, ground support (i.e. fueling operations and tie-downs), and local transportation.

NON-AVIATION RELATED COMPANIES

- *Hansen Marine*
- *Vicor*
- *Ford Motor Company*
- *IBM*
- *Sanmina*
- *MBTA*
- *Porsche/Audi*
- *Karl Suss America*

There are an abundance of opportunities available outside of the aviation industry for our students to take advantage of. A few of them have been featured above but the list is limitless.



Where I was before ECAT?

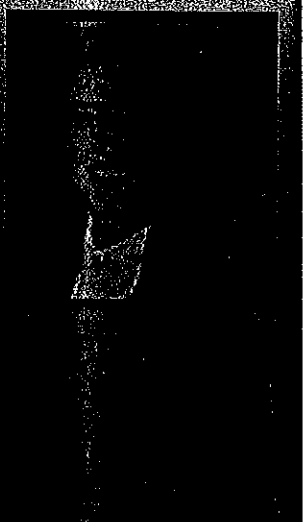
I was unemployed before I started at ECAT. I had been working odd jobs at places like a dry cleaner and as an usher for concerts at the Whittemore Center at the University of New Hampshire.

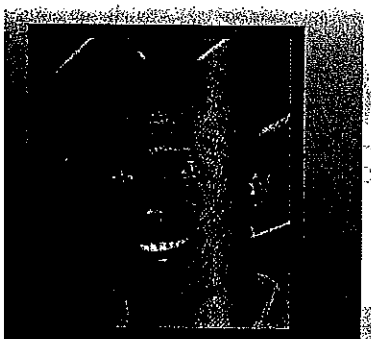
How ECAT helped me/What I learned at ECAT?

I learned to be an aircraft mechanic. ECAT gave me all the skills that I use every day on the job. Originally I was only interested in electronics but, at ECAT I learned all aspects of the aircraft and I am happy that I did.

Where I am now?

I now work at Continental Express in Burlington, VT. I work on ATR 142's and Embraer 145 jets.





Where I was before ECAT?
I was the chief engineer on a merchant ship based in Miami, FL.

How ECAT helped me/What I learned at ECAT?
In 15 months I accomplished what had taken me ten years to accomplish in my precious profession. This is the fast track to the American Dream.

Where I am now?
I now work as an Aircraft Maintenance Technician for Delta Airlines at Logan Airport in Boston, MA.

The objective of this program is to prepare the student for the Federal Aviation Administration written, oral and practical examinations for the Airframe and Powerplant ratings. The curriculum trains students for employment as a certified Aviation Maintenance Technician with the ability and authority to inspect, maintain, alter and repair complete aircraft, large or small, jet or propeller driven, in both the airline or general aviation categories; or career opportunities in non-aviation related fields with appropriate technical transferable skills. Possession of the federal certificate is a prerequisite for employment as an Aircraft Mechanic.

Overview

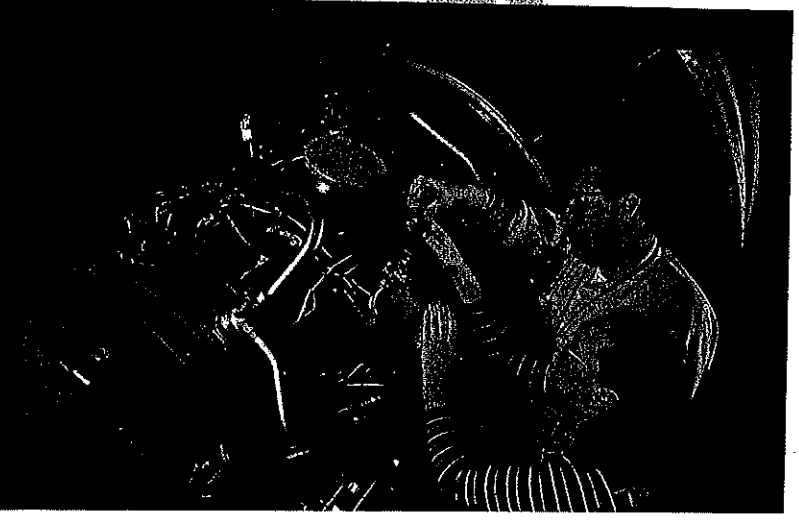
Our program conveys the entire academic and laboratory theory as well as the practical experience required to qualify the student for employment in the aviation industry. The curriculum is approved by the Federal Aviation Administration and compatible subjects are included in each Phase. Each school day is devoted to laboratory and practical instruction. The entire program is completed in a period of 300 scheduled school days consisting of 2,100 clock hours.

Upon completion of your training at ECAT, you will be eligible to take your FAA oral, written, and practical examinations. The oral and practical examinations can be taken at ECAT with an FAA DME (Designated Mechanic Examiner). Testing at ECAT allows you the comfort of testing at a familiar location. The written examinations can be taken at our on campus LaserGrade testing center. Tests are submitted online and results are received immediately for your convenience. Once completed, you will receive your FAA certificate, which allows you the privilege to repair and maintain aircraft. This efficient process allows us to offer you the absolute quickest way to employment in the industry.

Aircraft Equipment and Training Aids

Training equipment includes precision tools and machinery, piston and turbine engines. The school has a fleet of 16 aircraft including a Boeing 727 Jet Airliner, a Bell UH-IH turbine powered Huey Helicopter, a Gulfstream Turbo Commander, and a Saberliner corporate jet. In addition, ECAT has many modern engines used to train our students including a Pratt & Whitney JT-9-D turbo fan engine used in Boeing 747's and several General Electric T-700 engines which are used in the Saab 340 airliner and Blackhawk helicopter.

Our shops and labs are well equipped with modern equipment and aircraft system mock-ups used with current training techniques to prepare our students to enter the world of aircraft maintenance. Our electrical and electronic labs were designed and built by the faculty at ECAT. Some of these award winning training aids were used at the Professional Aviation Maintenance Association (PAMA) A&P mechanic's competition.



Recommended Books and Tools

East Coast Aero Tech's AMT program requires each student to acquire certain books and tools that are used throughout the instruction. They may be purchased at our bookstore during convenient daytime hours. Also, our bookstore carries other school supplies including hats, school rings, T-shirts, sweatshirts, jackets and other items that students may wish to purchase.

- Aircraft Drawing
- Mathematics
- Basic Physics
- Mechanics Privileges
- Basic Electricity
- Materials and Processes
- Nondestructive Testing
- Maintenance Publications
- Intro to Turbine and Reciprocating Engines
- Sheet Metal
- Welding
- Hydraulic and Pneumatic Power Systems
- Fluid Lines and Fittings
- Aircraft Landing Gear Systems
- Wood Structures
- Aircraft Covering
- Aircraft Finishes
- Non-metallic Structures
- Cleaning and Corrosion Control
- Aircraft Assembly and Rigging
- Aircraft Fuel Systems
- Weight and Balance
- Maintenance Forms and Records
- Airframe Inspection
- Cabin Atmosphere
- Ice and Rain Control
- Aircraft Electrical Systems
- Position and Warning Systems
- Navigation and Communications Systems
- Aircraft Instruments
- Ignition and Starting Systems
- Fuel Metering systems
- Engine Fuel Systems
- Induction and Air Flow Systems
- Engine Instruments
- Propellers
- Engine Fire Protection Systems
- Reciprocating Engines
- Engine Inspection
- Lubrication Systems
- Engine Cooling and Exhaust Systems
- Ground Operation
- Turbine Engines
- Unducted Fans
- Auxiliary Power Units
- Engine Exhaust and Thrust

General I *(140 Hours)*
In this Phase, the instructor assumes that none of the students has any aviation experience. The purpose is to create a foundation so that everyone will have an even chance for success throughout the remaining Phases. The subjects cover Aircraft Drawing, Applied Aviation Mathematics and Basic Physics, as well as Mechanics' Privileges.

General II *(140 Hours)*
The principal subject in this Phase is Basic Electricity, which includes the study of [illegible] and related [illegible]. Students learn to [illegible] making electrical harnesses and become familiar with various measuring instruments. In addition, students learn about the various Materials and Processes that are used in aircraft construction and repair.

General III *(140 Hours)*
Students in this Phase learn Non-Destructive Testing (NDT). They use dye penetrants, magnetic particle inspection, ultrasonic, eddy current inspection and boroscopes. Included in this Phase is the subject of Maintenance Publications, as well as an introduction to Turbine and Reciprocating Engines.

Airframe I *(140 Hours)*
While in this Phase the student learns the art of riveting, fastening, bending, forming, cutting, welding, inspects the airworthiness of sheet metal structures and studies metallurgy [illegible].

Airframe II *(140 Hours)*
The Airframe II Phase includes Hydraulic and Pneumatic Power Systems, the construction of Fluid Lines and Fittings, and Aircraft Landing Gear Systems. Students work on [illegible] and Cessna aircraft that demonstrate how these systems work.

Airframe III *(140 Hours)*
In Airframe III, students learn the theory and techniques that are used in building and repairing Wood Structures and Aircraft Covering. The Phase also includes Aircraft Finishes, Cleaning and Corrosion protection and repair, Non-metallic structures such as Carbon Fiber, Kevlar and other exotic materials.

Airframe IV *(140 Hours)*
This Phase includes Airframe Assembly, Rigging, Fuel Systems, and Weight and Balance. Students work with an array of special tools and training aids including a single engine airplane and helicopter to complete the instruction.

Airframe V *(140 Hours)*
The subjects that are taught in this Phase include Maintenance Forms and Records, Airframe Inspection, Cabin Atmosphere, and Ice and Rain Control. Students will perform 100 hour inspections on one of the school's various single or multi-engine aircraft.

Electrical I *(140 Hours)*
This Phase expands on Basic Electricity that was learned in General II. It includes Aircraft AC and DC power distribution, lighting systems and position and warning systems. The Phase emphasizes electrical troubleshooting using live electrical system mockups.

Electrical II *(140 Hours)*
Electrical II further develops the electronics that was learned in Electrical I. The Phase concentrates on Navigation Systems and Equipment, Communication Systems and Aircraft Instruments.

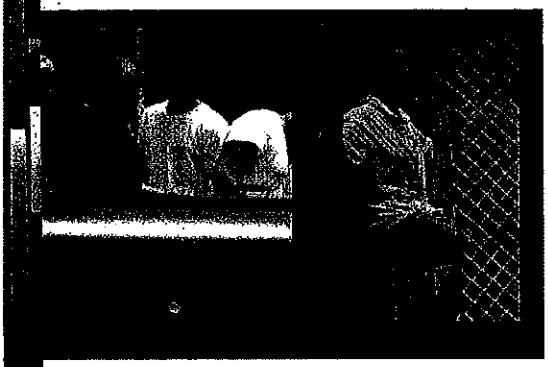
Powerplant I *(140 Hours)*
[illegible] and [illegible] reciprocating and turbine powered aircraft engines.

Powerplant II *(140 Hours)*
In this Phase [illegible]

Powerplant III *(140 Hours)*
During this Phase, students remove [illegible] and install Propellers and Propeller control systems. Additional subjects covered in the Phase are [illegible] Instrument Systems and Engine [illegible] Systems.

Powerplant IV *(140 Hours)*
In this Phase we teach Reciprocating [illegible] Inspection, Lubrication Systems, [illegible] Exhaust Systems and Ground Equipment. During the Aircraft Operation subject, students operate aircraft [illegible] and learn to taxi aircraft.

Powerplant V *(140 Hours)*
This Phase is the 15th and final Phase. The Phase includes Turbine Engine theory, construction and operation. The student will operate a turbine-powered airplane or helicopter. Additionally, the student will remove and install a turbine engine on an aircraft. Other subjects include Auxiliary Power Units, Engine Exhaust, Thrust Reversers and Unducted Fans.



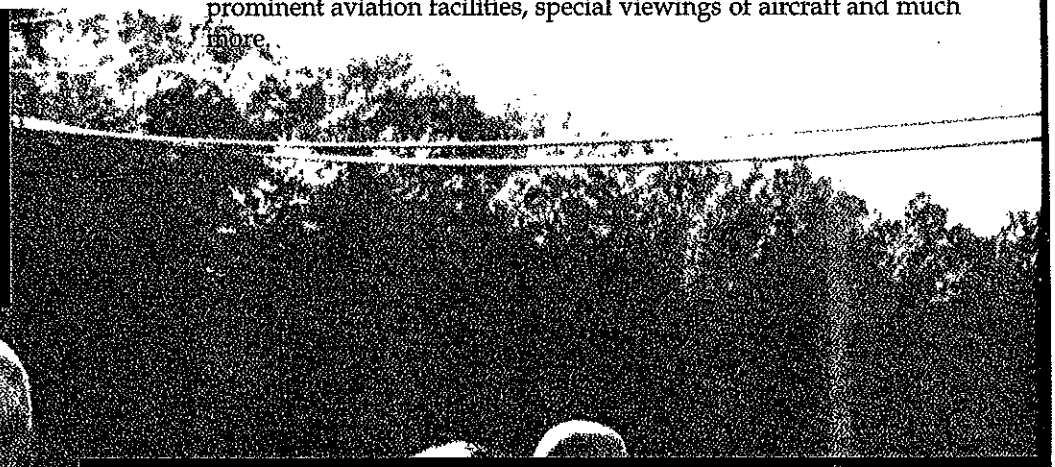
Student Activities

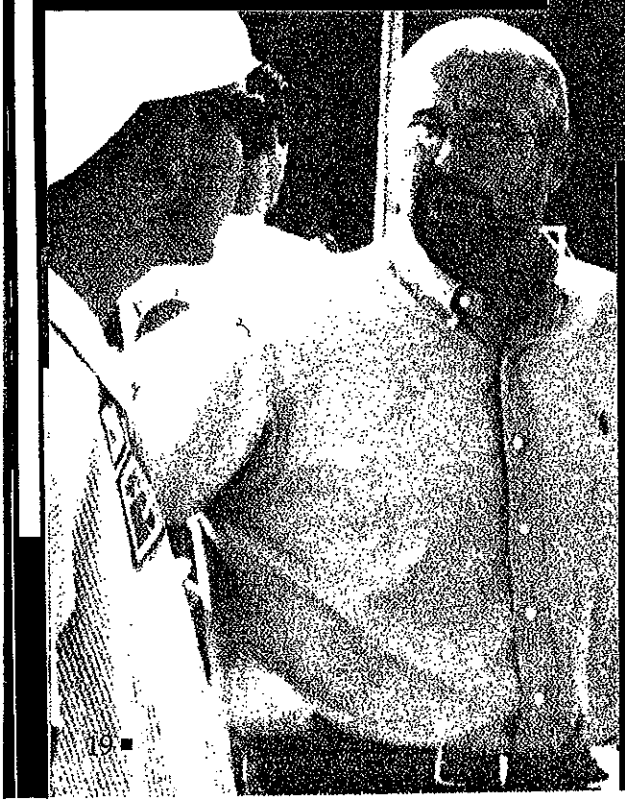
Throughout the year, ECAT sponsors and conducts a variety of exciting events including:

- **Student Appreciation Day**, where students are treated to a BBQ feast, view an ECAT sponsored jet-powered Funnycar light off, and get the opportunity to take a shot at dunking the faculty and staff in the dunk tank.

- **Open Houses**, where prospective students enjoy a variety of delicious food, kick back and have some fun all while being provided with information from vendors looking for students to fill employment positions. Industry leaders like *Pratt & Whitney* are often in attendance at these fairs, and as an added bonus there are helicopters available for viewing. In addition, we invite local radio stations to broadcast remotely from the fair and many local celebrity radio disc jockeys are present.

- Auto and air shows, events including monster truck shows, tours of prominent aviation facilities, special viewings of aircraft and much more.

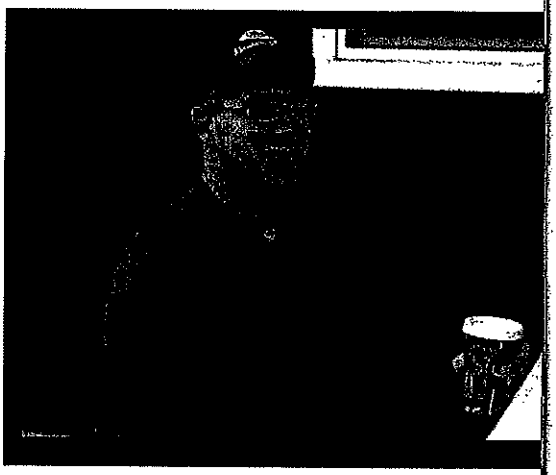




ECAT Staff Assistance

The interest and welfare of students are of great importance to the faculty and staff. Capable personnel are available to advise, guide and assist students during their education at East Coast Aero Tech. The staff is prepared to help students with issues involving academics, study habits, motivation, and personal concerns.

ECAT staff members are available to help students obtain financial assistance, assist with housing needs, arrange for transportation and assist with finding part time jobs while in training. Students are also provided with information regarding military service and/or transfer credits to degree-granting colleges following graduation.

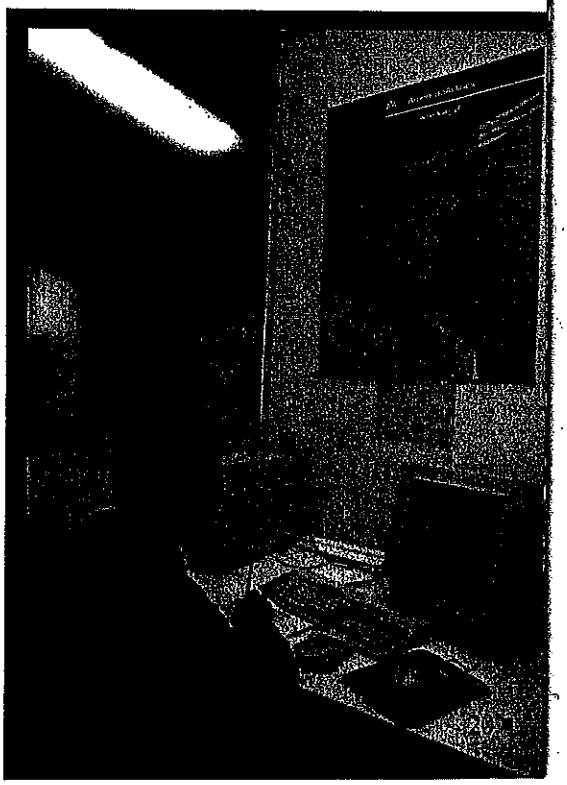


Housing, Commuting Assistance Program

For the convenience of those students requiring housing, a list of rental homes, apartments, and rooms in private homes is made available. Students are encouraged to allow sufficient time for visits to the area prior to their class starting date in order for ECAT to assist them.

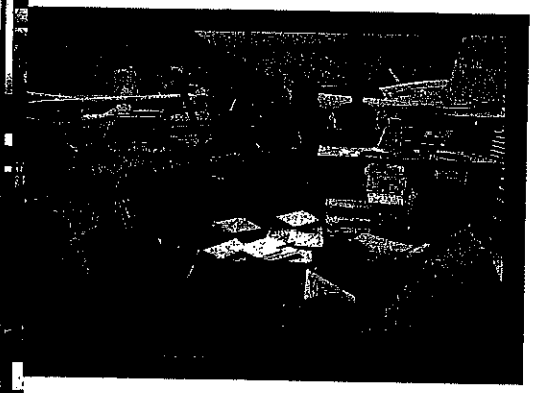
Staff personnel assist students in their daily commute by arranging car-pooling groups. This allows a number of students who live in neighboring towns to "team up" to reduce the cost of traveling to and from school. Car pools also offer an opportunity for social interaction with other students, innovative study time and encourage student camaraderie.

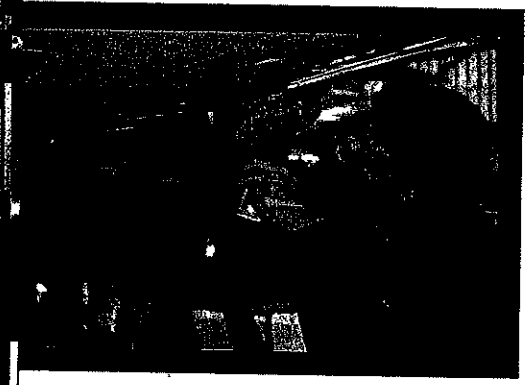
ECAT has ample parking that is provided free of charge.



Technical Reference Centers and Tutoring

ECAT maintains Technical Reference Centers that contain technical and maintenance related information on nearly all the aircraft currently in use today by air carriers, as well as many of those in the general aviation industry. ECAT's curriculum requires that the student become proficient in the use of the Technical Reference Centers and in the interpretation of the information contained in the reference volumes and on microfiche. From time to time, students may require after school assistance with particular subjects and tutoring is available.





Career Development

The primary goal of the program is to prepare and to assist students in furthering their careers in Aviation Maintenance Technology or in a related field of high technology. East Coast Aero Tech maintains an active Career Services Office that offers continuing placement assistance to all graduates at no cost. We do this in a number of ways including offering sessions to help students and alumni prepare resumes, searching for employment opportunities, and sharpening their interviewing skills.

We are constantly in touch with prospective employers, many of whom have been drawing on our pool of graduates for many years. Many of these long standing relationships are developed through old-fashioned networking. Opportunities are everywhere: in hometowns, or cities throughout the United States and many countries around the world.

Students who are preparing for interviews often interview right at ECAT as many companies host on-campus recruitment days. Students also attend scheduled trips to interview on-site at the recruiting company's headquarters and get a first hand glimpse of the company's facilities and operations. When an employer prefers to meet candidates on site, we are happy to refer potential applicants and to work out the details. If, on the other hand, a meeting can be more conveniently held at our campus, we will gladly provide the space to assist an employer in interviewing, hiring, and processing applicants. In addition, we offer a variety of on and off-campus recruiting events with companies on a local, regional, national and international reach.

Part-Time Job Placement Services

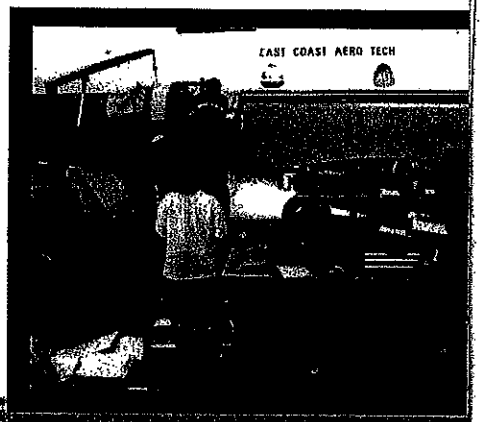
Many students have a need to work part-time to help with expenses. Opportunities for better paying, part-time jobs are usually available for students. Because ECAT is located at a very active airport, many part-time jobs are aviation-related. Our career services office conducts an ongoing search for a variety of viable openings and has a vast database of part-time jobs that suit the needs of students.

In addition to a current listing of part-time job opportunities, our Career Services Office maintains a listing of colleges and universities, which offer transfer credit toward an Associate or Bachelor degree program in some particular field of Aeronautics. A prerequisite is usually an FAA Airframe and Power Plant Certificate.

Financial Aid

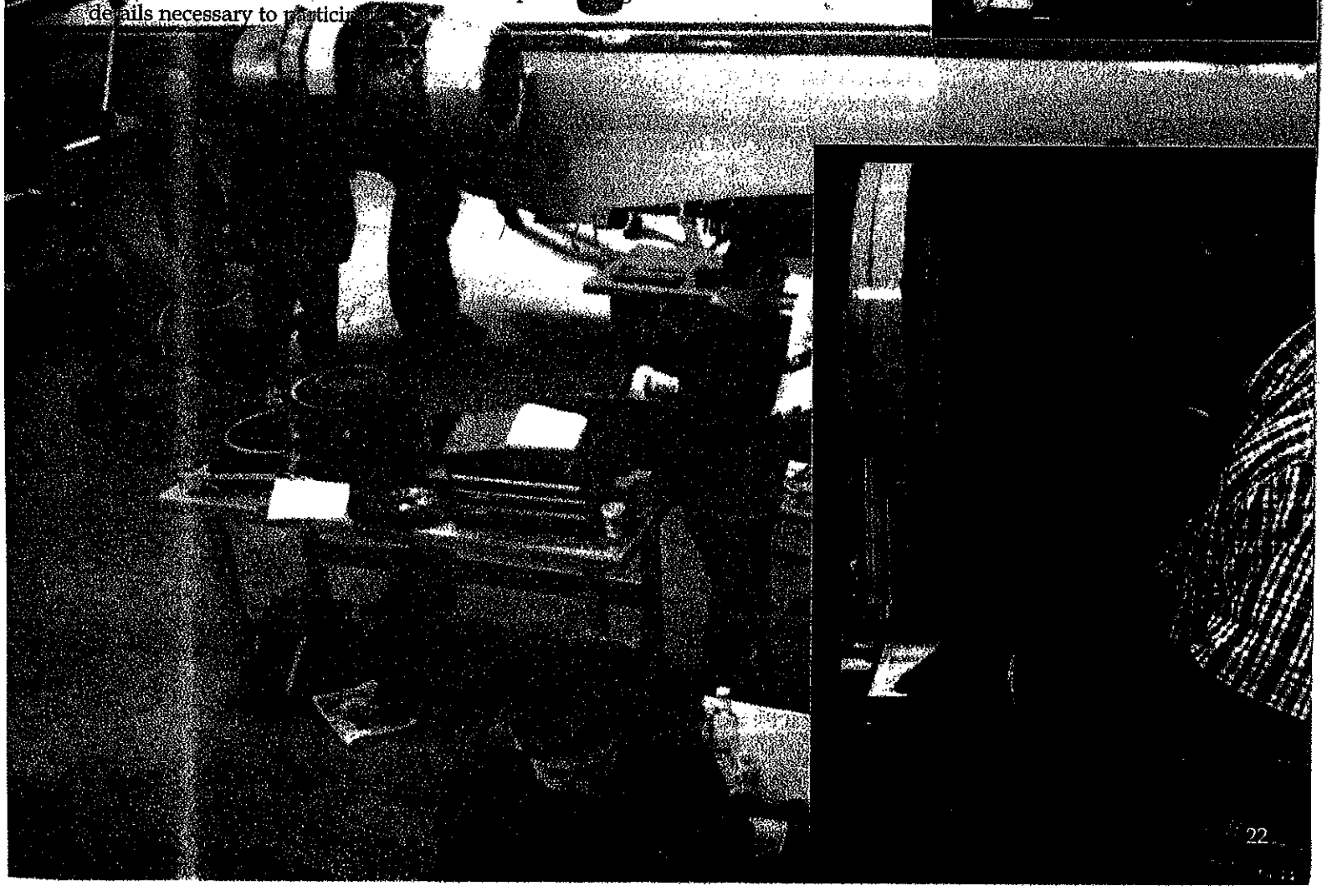
East Coast Aero Tech is certified to administer the following Title IV Federal Financial Aid programs: Federal Pell Grant program; Federal Supplemental Education Opportunity Grant (SEOG) program; Federal Stafford Loan program; Federal PLUS Loan program; and Massachusetts State Scholarship program. In addition, for those who may not qualify for federal or state assistance, ECAT has alternative financing arrangements available.

ECAT provides full financial planning assistance with tuition and fees and other costs that may be associated with earning a degree. Once accepted, the Director of Financial Aid assists students in completing the appropriate forms and applying for loans and grants for which they qualify.



Veteran Educational Assistance Program

ECAT is approved for the training of eligible Veterans under various laws. Students eligible to receive Veteran benefits can apply for assistance through the regular educational benefits program as well as under the VA Rehabilitation program. The Director of Financial Aid can provide eligible students with the details necessary to participate.



PAUL SULLIVAN

Senior Admissions Representative

ECAT

EAST COAST AERO TECH

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Phone (781) 274 8448 · (800) 292 3228

Fax (781) 274 8490 *E-mail* psullivan@ecaerotech.com

www.ecaerotech.com

WEB SITES

Employment Sites for Airframe & Powerplant Mechanics

***www.nationjob.com/aviation
***www.aviationemployment.com
www.amtonline.com
www.monster.com
www.climbto350.com
www.thirtythousandfeet.com

Company Sites

Agusta - www.agusta.it
Air Methods - www.airmethods.com
Alaska Airlines / Horizon Air - www.alaska-air.com
American Eurocopter - www.eurocopterusa.com
America West - www.americawest.com
Bombardier - www.aerospace.bombardier.com
Brantly International - www.brantly.com
Cape Air - www.flycapeair.com
Cessna - www.cessna.textron.com
Classic Helicopters - www.classichelicopter.com
Comair - www.comair.com/hr/mechanics
Flight Options - www.flightoptions.com/contact/employment.asp
Dassault Falcon - www.falconjets.com/corp/jobs
Hamilton Aviation - www.hamiltonaviation.com/employment.htm
Lockheed Martin - www.lmco.com
Northrup Grumman - www.northgrum.com
Pan Am - www.flypanam.com
PSA Airline - www.psaairlines.com
Raytheon - www.rayjobs.com
Schweizer Aircraft - www.schweizer-aircraft.com
SkyWest - www.skywest.com
Telford Aviation - www.telfordaviation.com

Other Sites

www.airliners.net
www.flyaow.com
www.airresearch.com

Visit East Coast Aero Tech on the web at www.eastcoastaerotech.com.

A&P Enrollment Up; Certified Mechanics in Demand

CAROLE R. HEDDEN/ALBUQUERQUE, N.M.

Like many single moms, Lanee Walsh held an office job. Then, in 1993 she was laid off from her marketing position. She had three children at home, no skill to fall back on and the need to get on a different track in terms of work and career.

"I needed to be trained in something that would allow me to stay in a particular field, that wasn't dependent on just one employer," Walsh recalled. She had worked into her marketing job without a college degree. "I saw a TV ad for the [now-defunct] American Airlines Maintenance Academy and thought it might be the answer."

At age 41, Walsh's requirements for learning new skills included completing the necessary schooling in less than four years. "I needed to get finished and make a good living for my family and myself," she said.

Walsh made a choice that an increasing number of individuals are making. According to Richard Dumaresq, business manager for the Aviation Technician Education Council, enrollments have been growing, as has the number of graduates choosing to stay in the aviation field. The council's most recent report (the next report will be issued this month) found that 14,209 students were enrolled in aircraft and propulsion (A&P) programs, ranging from large ones such as at the Spartan School of Aeronautics and the College of the Air Force to those with as few as 30 students and affiliated with community colleges or technical schools. The FAA has certified 172 such programs across the country. Dumaresq said the attrition rate among students is similar to most post-secondary programs with about 60% of those enrolling actually completing their certificates.

Aviation Maintenance Training/Careers

	1998	1999
Number of schools reporting	143	107
Enrollment	16,699	14,209
Graduates	4,510	3,872
Graduates going into aviation	3,998	3,709

Source: Aviation Technician Education Council

BRIAN FINNEGAN, president of the Professional Aviation Maintenance Assn. (PAMA), said that despite an increase in the number of jobs in the aerospace industry, a significant number of those holding certificates land jobs in other industries, principally automotive repair and service shops. "High-end vehicles are still selling and pull mechanics from aerospace to Harley-Davidson, BMW and others," Finnegan said. "Heavy equipment manufacturers and operators also hire A&P-trained people. Computers run heavy equipment used in manufacturing and construction, and they all involve systems integration—a good fit for someone with an A&P background."

The shift to other industries wasn't lost on aerospace original equipment manufacturers or on service organizations. Despite the current layoffs in the air transport sector, the industry continues to have concern about a decline in the number of available A&P mechanics and how the aging workforce will be replaced in the future. As a result, pay for A&P-certified mechanics is on an upswing. While averages still run in the lower $20,000 range for annual base pay in the early years of a career, new contracts such as the one with Northwest Airlines can put wages for a 14-year veteran at $32 per hour. With overtime, this means some aircraft mechanics will hit six-figure pay during 2002.

PAMA's Finnegan expects hourly wages to rise to $38 over the next four years as new contracts are inked between major air carriers and the unions. Data collected by the Aviation Technician Education Council indicates that improved pay and more advanced systems and work environments are probably the reason the number of graduates going into aviation jobs increased between 1998-2000.

Increased pay brings with it new requirements. Finnegan said the profession "is ripe" for improved process definition and control, more scrutiny of personal background as part of security efforts and more focus on maintenance in the role of preserving asset value in an aircraft. The programs providing A&P certification also reflect an increasing role as manual tools are accompanied by the use of computerized diagnostic and servicing tools.

Walsh echoes Finnegan's reasons for pursuing an A&P career—pay, relative stability and employment options. "And I wanted to get into something that was nontraditional. I don't have any problem with the possibility that I was hired because I am a woman—I knew I would be qualified," she said. "There are advantages to being a woman in this field and [being] my size," Walsh said. "I fit into small spaces, the leading edge, so there are some things that are a little bit easier."

WALSH'S CAREER BEGAN as a utility—a part-time position with United Parcel Service (UPS) that involved working with parts and tooling only. She held that slot while finishing her A&P education. Upon completion of certification, she was hired as a full-time mechanic at UPS.

Today she works four 10-hr. shifts per week, the days determined by her union seniority. She works during the daylight hours because, unlike a major airline, the airfreight world relies primarily on maintenance, service and repairs that put aircraft in the air at the end of the business day. "I prefer UPS to some of the other employers I might have. We have a history of not laying off employees and maintaining a business that supports the number of people working here," explained Walsh.

Walsh said she's most familiar with the UPS fleet's DC-8s, but she's coming up to speed on the newer Airbus aircraft being delivered. The cargo air service also flies Boeing 727s, 767s, 757s, 747s and MD-11s. UPS flies some 150 flights out of its base in Louisville, Ky. In Chicago, where Walsh works, the crew sees five flights per day, including a daily flight from Chicago to Anchorage. During peak seasons, there is frequently an increase in the number of planes handled each day.

Overall, the career is one that has allowed Walsh to manage her family and earn a living. She has no plans to go into supervision or management of service, something that will allow her to continue the balancing act. "My kids are proud of me, and I've been able to impress on them, with this job, that a woman can choose what she wants to do," she said.

www.AviationNow.com/awst

ear notwithstanding,
lents at Hanscom are...

Still flying

BY LAWRENCE PRUYNE
STAFF WRITER

st in a 3-part series on the state of Hanscom ving the Sept. 11 attacks.

On Sept. 12, a day after jetliners were used to carry out the most lethal terrorist strikes in history, a new crop of students showed up for their first class at East Coast AeroTech, a company that trains aviation mechanics.

The nation was still reeling from the attacks, but re wasn't a single no-show at the class.

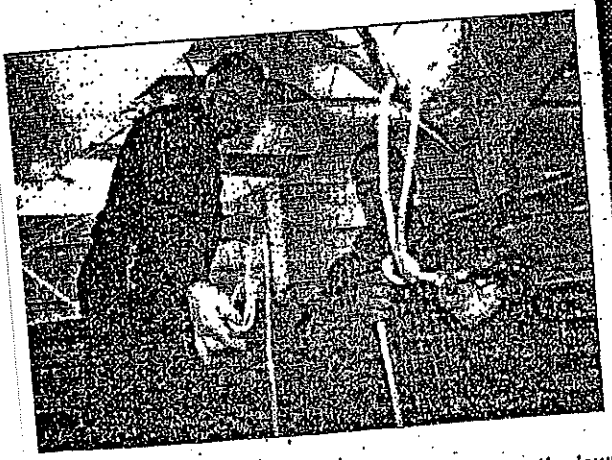
"We had a 100 percent show rate... We've had no p in applications. We have a class starting in vember. Full. The class in September? Full," said ven Fitzgerald, director at ECAT.

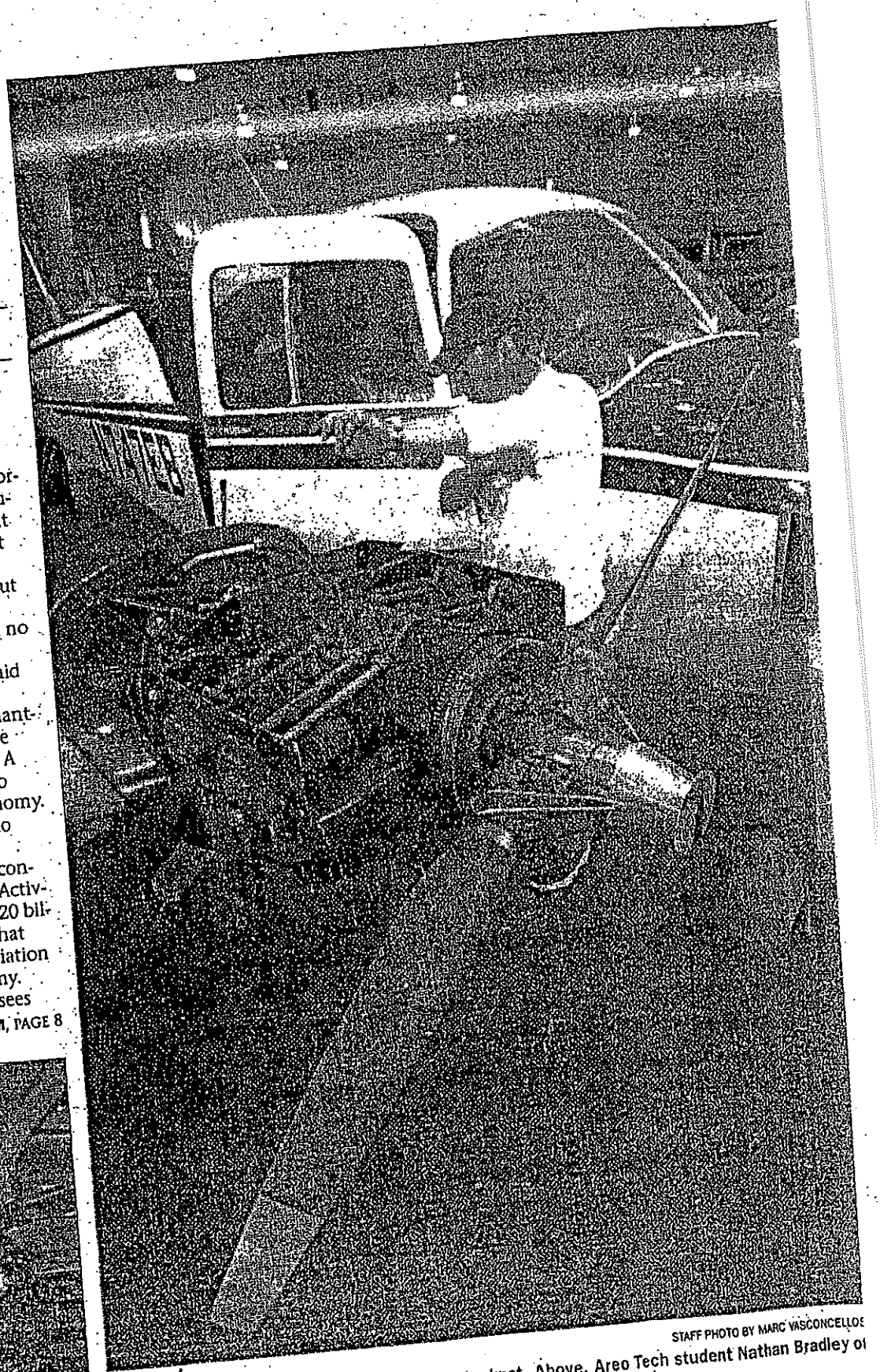
ECAT's stability is a bright note in a predominantly troubling picture of the financial impact of the rrorist attacks on Hanscom-related businesses. A ıb of high-ticket commercial activity, a blow to anscom business is a blow to the Bedford economy.

According to Selectman Gordon Feltman, who ommented on figures supplied to the Board of electmen, business at Hanscom Air Force Base contributes $4 billion yearly to the local economy. Activities related to the airport as a whole generate $20 billion in business transactions, which indicates that damage to Hanscom-related businesses, and aviation in general, will undermine the Bedford economy.

Fitzgerald sounded an optimistic note. He sees

SEE HANSCOM, PAGE 8





STAFF PHOTO BY MARC VASCONCELLOS

Student Claude St. George of Everett attempts to tie down a plane as instructor David Kehoe shows him the knot. Above, Areo Tech student Nathan Bradley of Newport, R.I. pulls up his sleeves as he inspects an airplane engine.

Hanscom students still flying

■ HANSCOM, FROM PAGE 1

the steady attendance at his training programs as an indicator of the strength of the industry.

"Aviation is a resilient business. When the economy slumps, aviation slumps. But at the same time it's still the most efficient way to travel and will continue to be," Fitzgerald said.

The director of ECAT, whose office is lined with pictures of jets and airplanes, sees the industry from a job seeker's perspective because that's what his company produces, freshly trained aviation mechanics. The company with hangars and offices at Laurence G. Hanscom Field begins a training class, each lasting 15 months, about every 60 days. The student population hangs steady at 250, a figure that has increased by 25 percent in the last few years.

"Because of what's happened there's a heightened awareness of the aviation industry. The people who apply now are great, they're aware, they're asking questions. One of the guys who registered for this class drove all the way from Alaska," Fitzgerald said.

Along with changes in technology, which are frequent, Fitzgerald sees the demand for trained aviation mechanics as a constant. The pool of mechanics is growing older and retiring at a rate faster than replacements are being trained.

"Aircraft mechanics, AMTs, are out there now, but it's an aging work force. There's not as many going in than are going out," he said.

STAFF PHOTO BY MARC VASCONCELLOS

Sam Morgan and Barry Dame work in the air frame hanger at the school.

'Because of what's happened there's a heightened awareness of the aviation industry. The people who apply now are great, they're aware, they're asking questions.'

STEPHEN FITZGERALD,
ECAT DIRECTOR

ECAT students earn "A and P," air frame and power plant licenses, from the Federal Aviation Administration. Lesson plans include modules on electrical and hydraulic systems, exotic carbon fiber materials and Kevlar™, engine maintenance and repair, metering and fuel measurement.

Fitzgerald commented recently that ECAT's relationship with the other businesses at Hanscom is that of supplier to employer, markets for the skills of graduating students. As such, their health may impact his business.

Major airlines have cut back thousands of workers, but Fitzgerald is still optimistic.

"Although commercial aviation is slowing down, that's only 25 percent of the industry. Other arms of the industry aren't affected. Manufacturing, it's up. People who make aircraft for the military, they're straight out," he said.

Fitzgerald recently attended a PAC meeting, a gathering of area aviation executives and officials. The conversation there confirmed that while commercial aviation may suffer as a result of the terrorist attacks, other wings of the industry may actually benefit.

"Corporate aviation is clearly going to increase. Corporations are going to start fractionalizing ownership [of an aircraft]. Rather than you and I getting into a plane and waiting forever to go somewhere, they'll have immediate service," said Fitzgerald.

"It's a classic example of the world thinking it's gloom and doom... We've seen the cyclical nature of the business. We've seen and we know that the industry will be fine," he concluded.

Directions to...
East Coast Aero Tech

Take Route 95/128 (North or South) to exit 30B. This puts you on Route 2A West. Follow Route 2A West toward Concord. Approximately 1.4 miles at the overhead flashing yellow light, turn right onto Hanscom Drive. Follow Hanscom Drive 0.6 miles, bearing left at the fork. Go straight at the stop sign. You will see a large blue sign for the General Aviation Airport. Continue straight on Hanscom Drive toward the terminal. As you go down the hill, you will see a sign on the right that reads, "East Coast Aero Tech, John T. Griffin Sr. Building." Take a right into the parking lot.

Other Routes to Hanscom Drive:

From Western Mass:
Route 2 East to 2A East to Hanscom Drive; take left at the overhead flashing yellow light. *OR* Mass Pike East to Route 128 North to Exit 30B.

From Southeastern Mass or Cape Cod:
Route 3 North to 128 North to exit 30B

From New Hampshire:
Route 3 or Route 93 South to 128 South to Exit 30B

From Maine:
Route 95 South to Route to Route 128 South to Exit 30B

From Rhode Island:
Route 95 North to Route 128 North to Exit 30B

From Connecticut:
Route 84 or Route 91 North to the Mass Pike East to Route 128 North to Exit 30B

By Bus From Boston:
Take the MBTA Red Line to Alwife Station. Take Bus #76 (Hanscom Airforce Base) to the Civil Air Terminal. For more information on Bus #76, call the MBTA @ 617-222-3200.

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