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EASA License AML Cat. A4 | Aircraft Mechanic

Aircraft Mechanic

EASA AML Cat. A licenses are regulated at the European level and are therefore accepted across national borders.

However, no aircraft types are entered on the aircraft maintenance license. The maintenance company trains the aircraft mechanic in specific tasks and certifies him accordingly.

AML Cat. A license categories

Aircraft mechanics obtain a different license depending on the field of application:

Cat. A1	Cat. A2	Cat. A3	**Cat. A4**
Aeroplanes with turbine engines	Aeroplanes with piston engines	Helicopters with turbine engines	Helicopters with piston engines

Main activities

License holders in category A carry out **simple maintenance tasks** on the apron or in the hangar, rectify defects on the aircraft and **sign off the work within the scope of their authorization.**

The following work is typical maintenance work for category A:

Servicing
Maintaining and lubricating mechanical systems and oil systems

Inspections
Visual checks of the structure, components, etc.

Testing
Use of external and built-in test equipment/ diagnostic tools

Troubleshooting
Simple troubleshooting

Repairs
Carrying out minor repairs

Modifications
Assisting in the implementation of modifications to the aircraft

Component replacement
Replacement of faulty components

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Education

Training as a lateral entry after completing a technical apprenticeship is possible at any time, as well as a conversion of an existing license.

Lateral entry graduates have the following three training options:

Experience
Proof of three (3) years of aircraft maintenance experience and EASA module examinations.

Skilled workers
Proof of two (2) years of aircraft maintenance experience and recognised professional training (**Link**) as well as EASA module examinations.

Official training course
800-hour training course (theory and practice) and proof of one (1) year of aircraft maintenance experience.

Theoretical knowledge

Besides the 800-hour programme, you can acquire the necessary skills as follows:

Self-study
Get training materials, study, study some more, pass the exams.

Classroom training
Traditional classroom teaching.

Important:
The training expires after 10 years if no licence application is submitted during this period.

The theoretical knowledge is provided by means of the following **EASA modules** (see next page).

- All modules for the respective licence category are shown, as well as the number of examination questions per module.
- The essays mentioned in Module 7 «Maintenance Practices» are additional text tasks on a related question.
- All other examination questions are «multiple choice» tasks.

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Theoretical knowledge (continued)

	Aeroplane		Helicopter		
Module	Cat A1 Turbine engine	Cat A2 Piston engine	Cat A3 Turbine engine	**Cat A4 Piston engine**	**No of exam questions**
1 | Mathematics	✓	✓	✓	✓	16
2 | Physics	✓	✓	✓	✓	32
3 | Electrical Fundamentals	✓	✓	✓	✓	20
4 | Electronic Fundamentals	--	--	--	--	--
5 | Digital Techniques / Electronic Instrument Systems	✓	✓	✓	✓	20
6 | Material & Hardware	✓	✓	✓	✓	52
7 | Maintenance Practices	✓	✓	✓	✓	76 | 2 Essays
8 | Basic Aerodynamics	✓	✓	✓	✓	24
9 | Human Factors	✓	✓	✓	✓	28
10 | Aviation Legislation	✓	✓	✓	✓	32
11 | Aeroplane Aerodynamics, Structures and Systems	✓	✓	--	--	--
12 | Helicopter Aerodynamics, Structures and Systems	--	--	✓	✓	100
13 | Aircraft Aerodynamics, Structures and Systems	--	--	--	--	--
14 | Propulsion	--	--	--	--	--
15 | Gas Turbine Engine	✓	--	✓	--	--
16 | Piston Engine	--	✓	--	✓	52
17 | Propeller	✓	✓	--	--	--

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Practical knowledge

Aircraft mechanics work in certified maintenance companies to get the practical experience they need.

Language skills

Generally, it is required that the language of the official aircraft documentation can be spoken and written. This is usually **English** and at a level comparable to the «Cambridge First Certificate» (B2).

Financial support

Aircraft maintenance staff, such as Cat. A license-holders, have the opportunity to receive subsidies. The corresponding application must be submitted to the Federal Office of Civil Aviation **before the start of training.** Link

Obtaining a license

The licence can be applied for at the responsible Federal Aviation Office after the theoretical training and proof of the practical experience gained. In Switzerland, this is the **FOCA**. Link

- The minimum age for a Cat A license is 18 years. The licence application is made using FOCA **Form 19**.
- The minimum age for a release authorisation for self-performed maintenance work is 21 years and is the responsibility of the maintenance organisation.
- An extension of the license is possible but requires additional training.

Important:
A Cat. A license is valid for 5 years and must be renewed at the responsible Federal Office of Civil Aviation.

Further education

Aircraft mechanics are specialists who are eligible for the following further education programmes:

- A next higher EASA license, for example an AML Cat. B1.4, B2 or B3 (see factsheet)
- Swiss Federal Diploma (Aircraft technician in mechanics / avionics) Link
- Diploma in Mechanical Engineering Technician HF, specialising in aircraft technology Link
- ZHAW Bachelor's and Master's degree programmes in Aviation and Engineering Link