

## EASA License AML Cat. B1.2 | Aircraft Engineer

### Aircraft Engineer

EASA AML Cat. B licenses are regulated at European level and are therefore accepted across borders.

They automatically cover the scope and privileges of the corresponding AML Cat. A license. An AML Cat. B1 license is obtained for a specific aircraft type, which is entered in the license.

### AML Cat. B1 license categories

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

#### Cat. B1.1

Aeroplanes with turbine engines

#### Cat. B1.2

Aeroplanes with piston engines

#### Cat. B1.3

Helicopters with turbine engines

#### Cat. B1.4

Helicopters with piston engines

### Main activities

AML Cat. B1 license holders **may perform and certify** maintenance work on the apron or in the hangar, **including complex repairs and in-depth troubleshooting. They are authorized to issue a Certificate of Release to Service for the entire aircraft within their licensed category.**

The following are typical maintenance tasks for category B1:

#### Release via CRS

Authorised to release an aircraft

#### Inspections

Visual inspections of the structure, components, etc.

#### Testing

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

#### Troubleshooting

In-depth troubleshooting and rectification if necessary

#### Repairs

Carrying out complex repairs

#### Modifications

Assistance in carrying out modifications to the aircraft

#### Component replacement

Replacement of faulty components



## 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

2'400-hour training course (theory and practice) and proof of one (1) year of aircraft maintenance experience.

## Theoretical knowledge

Besides the 2'400-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. You can find the SAMA's courses at the following [Link](#).

### Hybrid training

A combination of web-based training (WBT) and classroom teaching. You can find the SAMA's courses at the following [Link](#).

### Important:

The training expires after 10 years if no license 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.



## Theoretical knowledge (continued)

Module	Aeroplane		Helicopter		No of exam questions
	Cat B1.1 Turbine engine	Cat B1.2 Piston engine	Cat B1.3 Turbine engine	Cat B1.4 Piston engine	
1   Mathematics	✓	✓	✓	✓	32
2   Physics	✓	✓	✓	✓	52
3   Electrical Fundamentals	✓	✓	✓	✓	52
4   Electronic Fundamentals	✓	✓	✓	✓	20
5   Digital Techniques / Electronic Instrument Systems	✓	✓	✓	✓	40
6   Material & Hardware	✓	✓	✓	✓	80
7   Maintenance Practices	✓	✓	✓	✓	80   2 Essays
8   Basic Aerodynamics	✓	✓	✓	✓	24
9   Human Factors	✓	✓	✓	✓	28
10   Aviation Legislation	✓	✓	✓	✓	44
11   Aeroplane Aerodynamics, Structures and Systems	✓	✓	--	--	140
12   Helicopter Aerodynamics, Structures and Systems	--	--	✓	✓	--
13   Aircraft Aerodynamics, Structures and Systems	--	--	--	--	--
14   Propulsion	--	--	--	--	--
15   Gas Turbine Engine	✓	--	✓	--	--
16   Piston Engine	--	✓	--	✓	76
17   Propeller	✓	✓	--	--	32



## Practical knowledge

Aircraft Engineers 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. B1 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 license 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. B1 license is 18 years. The license 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. B1 license is valid for 5 years and must be renewed at the responsible Federal Office of Civil Aviation.

## Further education

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

- 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](#)

