

EASA License AML Cat. B2 & B2L | Aircraft Electrician (Avionics Technician)

Aircraft Electrician

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

AML Cat. B2 license categories

Aircraft Electricians obtain a licence and, with additional training, can also obtain a B1 licence in the mechanical field. This path is also possible in reverse.

Cat. B2

Aeroplanes & Helicopters
(all types of propulsion)

Cat. B2L

Aeroplanes
(piston engines)

Main activities

AML Cat. B2 license holders may perform maintenance work on the apron or in the hangar, **including complex troubleshooting, error rectification** and they **sign off the work within the scope of their authorization**.

The following work is typical maintenance work for category B2:

Diagnosis

Diagnosis and functional testing of electrical systems

Inspections

Visual and continuity tests of electrical installations

Testing

Carrying out built-in tests (BIT) and system tests

Troubleshooting

Complex troubleshooting, analysis and rectification

Repairs

Carrying out repairs on electrical systems

Modifications

Carrying out modifications on aircraft

Component replacement

Replacement and calibration of defective components



Education

Training as a lateral entry after completing a technical apprenticeship **in the field of electronics/electrical engineering** 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 to five (3 - 5) years* of aircraft maintenance experience and EASA module examinations.

* B2 = 5 years
B2L = 3 years

Skilled workers

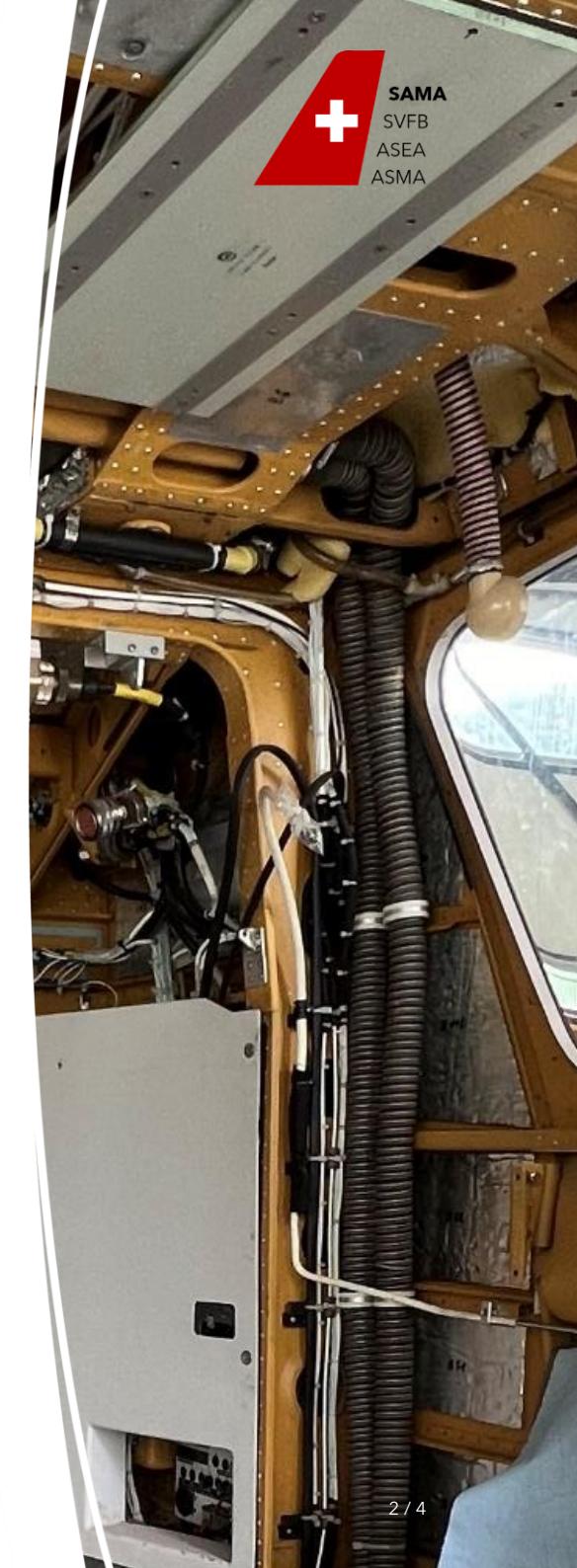
Proof of two to three (2 - 3) years* of aircraft maintenance experience and recognised professional training ([Link](#)) as well as EASA module examinations.

* B2 = 3 years
B2L = 2 years

Official training course

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

* B2 = 2 years
B2L = 1 years



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:

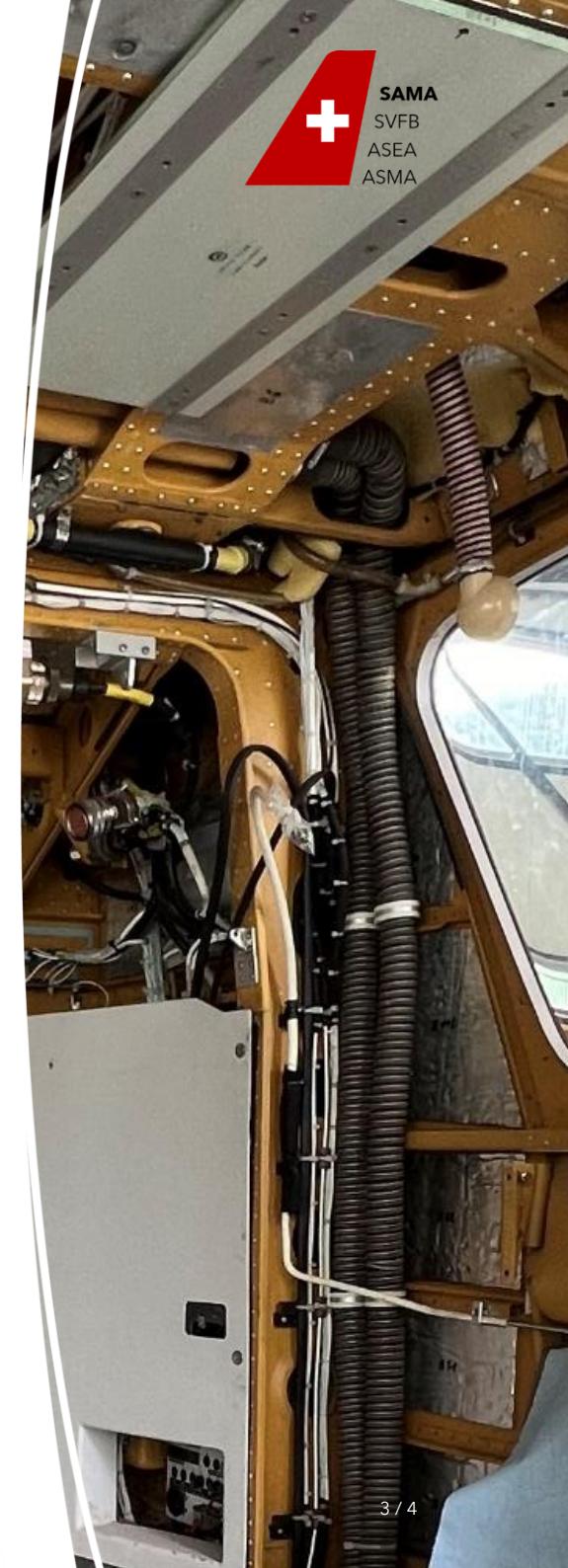
The training expires after 10 years if no license application is submitted during this period.

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.
- For a Cat. B2L licence, Module 13 is not tested in its entirety (see index with submodules).
- 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		Aeroplane Cat B2L Piston engine	No of exam questions
	Cat B2 alle Antriebsarten	No of exam questions		
1 Mathematics	✓	32	✓	32
2 Physics	✓	52	✓	32
3 Electrical Fundamentals	✓	52	✓	24
4 Electronic Fundamentals	✓	40	✓	20
5 Digital Techniques / Electronic Instrument Systems	✓	72	✓	20
6 Material & Hardware	✓	60	✓	80
7 Maintenance Practices	✓	60 2 Essays	✓	80 2 Essays
8 Basic Aerodynamics	✓	24	✓	24
9 Human Factors	✓	28	✓	28
10 Aviation Legislation	✓	44	✓	44
11 Aeroplane Aerodynamics, Structures and Systems	--	--	✓	60
12 Helicopter Aerodynamics, Structures and Systems	--	--	--	--
13 Aircraft Aerodynamics, Structures and Systems	✓	188	<i>ref. Index</i>	<i>ref. Index</i>
14 Propulsion	✓	32	--	--
15 Gas Turbine Engine	--	--	--	--
16 Piston Engine	--	--	✓	76
17 Propeller	--	--	✓	32
Index:	13 Aircraft Aerodynamics, Structures and Systems	<ul style="list-style-type: none"> - Basic Requirements: Submodules 13.1 13.2 13.5 13.9 - COM/NAV: Submodules 13.4a - Instruments: Submodules 13.8 - Autoflight: Submodules 13.3 13.7 - Surveillance: Submodules 13.4b - Airframe Systems: Submodules 13.11 to 13.19 	32 24 20 28 20 52	



Practical knowledge

Aircraft Electricians 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. B2 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](#)

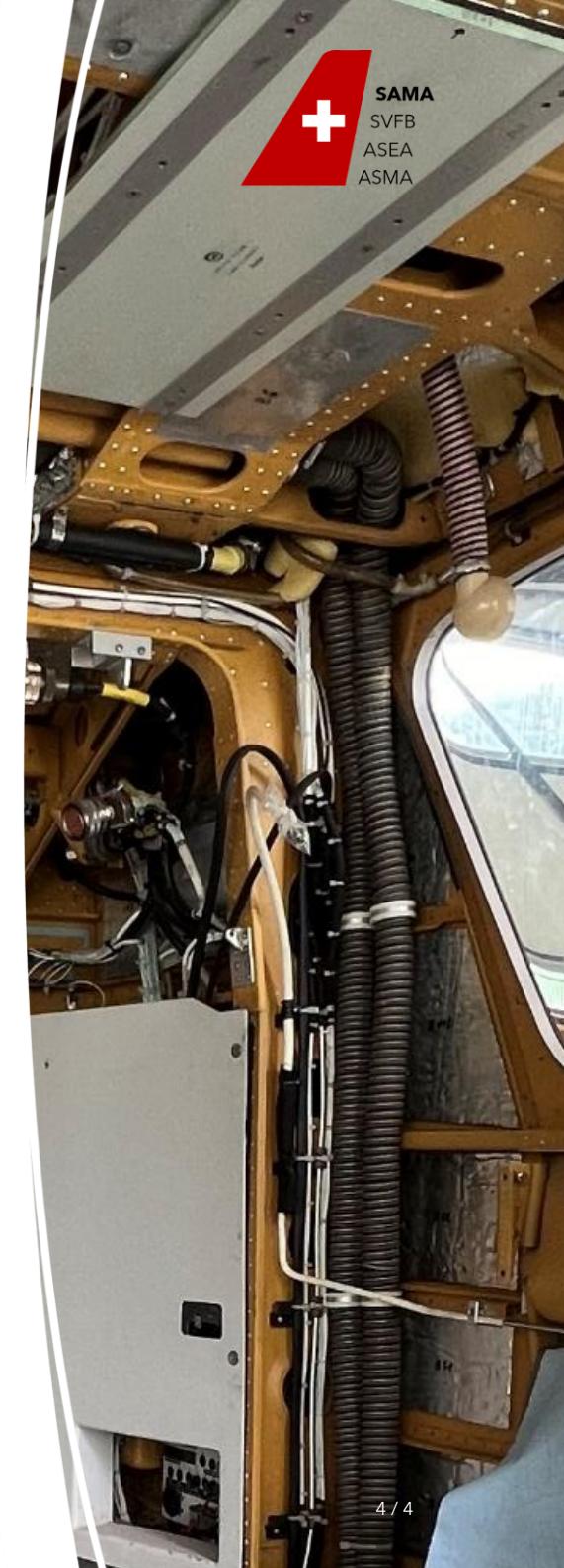
Obtaining a license

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. B2 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. B2 license is valid for 5 years and must be renewed at the responsible Federal Office of Civil Aviation.



Further education

Aircraft Electricians 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](#)