



**THURSDAY, 20 JULY 2017**

**S A AIRLINK GROUP OF COMPANIES**

**INTERNAL ADVERTISEMENT**

**COMPANY: S A AIRLINK (PTY) LTD.**

**JOB TITLE: RELIABILITY ENGINEER (JUNIOR)**

**REPORTS TO: FAULT ANALYSIS AND RELIABILITY ENGINEER**

**DIVISION: TECHNICAL SUPPORT – FLEET SUPPORT – CONTINUING AIRWORTHINESS DEPARTMENT**

**LOCATION: O R TAMBO INTERNATIONAL AIRPORT, SOUTH AFRICAN AIRWAYS TECHNICAL, JONES ROAD, HANGAR 2**

## **1. PURPOSE**

To analyse airframe and component reliability data and identify negative trends against benchmark standards as well as conducting fault analysis on aircraft, aircraft systems and components.

## **2. KNOWLEDGE, SKILLS, AND EXPERIENCE**

- 2.1 The minimum education requirement is a Grade 12 certificate or equivalent.
- 2.2 Licenced Aircraft Maintenance Engineer with a minimum tertiary qualification at National N Diploma level (NTC6) or a holder of a BSC Engineering Degree in Electrical Engineering, Mechanical Engineering, Mechatronics or Aeronautical Engineering.
- 2.3 At least 5 years of experience as a qualified Aircraft Maintenance Engineer or post-graduate BSC Engineer.
- 2.4 Must be a 'systems thinker' who can analyse and interpret the workings of aircraft systems from technical information such as AMM text, schematic diagrams and electrical circuit diagrams.
- 2.5 Must have sufficient technical knowledge, experience and technical literacy to communicate in a productive capacity with AME's, technical support representatives, component shop technicians and aircrew on reliability issues.
- 2.6 Advanced knowledge of MS Excel (or an equivalent database system) is essential as well as proficiency in MS Word and MS Access and MS PowerPoint (or equivalent software products).
- 2.7 Will attend training as and when required to do so.

## **3. ACCOUNTABILITIES**

- 3.1 Accountable for all recommendations, diagnoses and analyses made to the Fault Analysis and Reliability Engineer.
- 3.2 The employee shall be accountable for ensuring operations are conducted in accordance with applicable regulations and standards of the Operator and within the confines of the AOC and relevant operational specifications.

- 3.3 Responsible for the OHS in their area of responsibility and accountability reporting into this role.
- 3.4 Accountable for the management of safety risks and security threats to aircraft operations.

#### **4 RESPONSIBILITIES**

- 4.1 Make recommendations to the Fault Analysis and Reliability (FAR) Engineer for the initiation of component warranty claims where applicable.
- 4.2 Make recommendations to the FAR Engineer on the technical performance of component repair shops used by Airlink for the inspection / repair / upgrade of components, including both in-house and external shops.
- 4.3 Participate in fault diagnosis, analysis and resolution of complex or ongoing defects within the Airlink aircraft fleet, or for aircraft subject to third party maintenance contracts.
- 4.4 Compile databases and reports with regard to various metrics on aircraft, system and component failures and identify problematic ATA chapters.
- 4.5 Identify problematic components with MTBUR / MTBF which are deemed to be unacceptable as per agreed benchmark standards.
- 4.6 Identify 'rogue' serial numbers within Airlink's rotatable component stocks and seek exchange or replacement components where necessary.
- 4.7 Identify and evaluate problem areas with regards to technical flight delays and flight cancellations, considering both engineering and logistical requirements.
- 4.8 Assist the FAR Engineer in managing the company reliability information database, including the compilation and aggregation of all associated weekly or monthly reports.
- 4.9 Assist the FAR Engineer in producing Reliability Reports as and when required.
- 4.10 Stand as a member of the cross-functional Fault Analysis Team whose purpose is to reduce time duration, costs and number of maintenance actions associated with complex or repetitive aircraft technical faults within the Airlink fleet, or for aircraft subject to third party maintenance contracts.
- 4.11 Act as successor to the FAR Engineer in his/her absence.
- 4.12 Be willing to work flexi -hours as required by the dynamic airline environment.
- 4.13 Responsibilities must be carried out in accordance with Company Standards as laid out in the manuals of procedure, and Occupational Health and Safety Standards.
- 4.14 Will assist with any additional tasks within the context of the job description.

**CV FOR THE ATTENTION OF: BART SMIT**

**ONLY REFERENCE NUMBER TO BE QUOTED AS SUBJECT: TSFS-REJ-0717**

**APPLICATIONS TO BE EMAILED TO: [recruitment1@flyairlink.com](mailto:recruitment1@flyairlink.com)**

**APPLICATIONS MUST REACH US NO LATER THAN: THURSDAY, 3 AUGUST 2017**

**PLEASE TAKE NOTE:**

**PERMANENT EMPLOYEES OF THE S A AIRLINK GROUP OF COMPANIES WILL BE CONSIDERED IN THE FIRST INSTANCE THEREAFTER EXTERNAL APPLICANTS WILL BE CONSIDERED. ONLY SHORT-LISTED APPLICANTS WILL BE CONTACTED. APPLICANTS WHO HAVE NOT BEEN CONTACTED WITHIN 30 DAYS OF THE CLOSING DATE CAN ASSUME THAT THEY WERE NOT SHORT LISTED FOR AN INTERVIEW AND ARE HEREBY THANKED FOR THEIR APPLICATION.**