

Aircraft reliability engineer

Reliability engineers turn evidence about failures, interruptions and performance into reasoned improvement proposals. Airline fleet reliability and manufacturer reliability/maintainability/safety are related but not identical jobs. A statistical signal is a reason to investigate, not permission to alter maintenance or declare an aircraft safe.

What the role does

- Analyse maintenance/reliability information and recurring problems. [EMP1]
- Evaluate improvement proposals and communicate their evidence. [EMP1, EMP2]
- Coordinate technical findings with manufacturers or other engineering teams. [EMP1, EMP2]

Where the work happens

Ryanair's Madrid fleet-data example contrasts with senior manufacturer RM&S work in Dorval, Canada.

Employer example 1

Ryanair • Spain • Technical Services Graduate Engineer

Active vacancy when checked • Checked 2026-10-27 [EMP1]

Category	What this employer states
Essential in this source	Aeronautical/mechanical degree or listed maintenance licence; computer-science-related degree with strong analytics may also be considered. Communication and independent collaborative work.
Desirable in this source	Programming/Power BI; AMOS.

One employer and role; not a worldwide entry rule.

Employer example 2

Bombardier • Canada • (CONTRACT) - Professional Senior Engineer, RM&S Engineering

Vacancy status unconfirmed not an offer • Checked 2026-10-27 [EMP2]

Category	What this employer states
Essential in this source	Knowledge of failure-mode, fault-tree and safety analysis is explicitly required.
Desirable in this source	Direct aircraft definition/certification involvement.
Other stated conditions	Engineering degree and seven years of relevant RM&S experience are listed; page says not every listed item is needed.

Senior manufacturer contract role, not an airline graduate entry standard.

PREPARE AND VERIFY

Separate requirements from preparation

Approval boundaries: Neither employer example establishes personal authority to approve maintenance-programme changes or aircraft release. Applicable organisational and jurisdictional approvals must be checked. [EMP1, EMP2]

Still to verify: Jurisdiction-specific engineering-title protection and approval privileges were not assessed. Bombardier source uses regulatory and industry-standard terminology together; this guide does not treat every named standard as legislation.

Explore a realistic entry route

- Choose fleet-performance analysis or product RM&S as an initial focus; compare their data, mathematics and engineering expectations.
- Build statistics and data-cleaning fundamentals, then learn how the employer validates source data and technical interpretations.
- Seek supervised analytical work; describe personal projects honestly without presenting them as real fleet safety assessments.

Build evidence of your skills

- Analyse an invented dataset of delays, show missing-data handling, and explain why correlation alone does not prove a cause.
- Create a one-page improvement proposal for a fictional office process, including assumptions, costs, uncertainty and a review step.

Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- How would you test whether a trend reflects changed reporting rather than changed performance?
- How would you explain an uncertain result to a non-specialist manager without overstating it?

Investigate possible next roles

Investigate fleet-specialist, RM&S specialist or technical leadership directions; changing between airline and design contexts may require substantial additional preparation.

Sources and scope

[\[EMP1\] Ryanair Technical Services Graduate Engineer](#)

Active vacancy when checked. Spain. Checked 2026-10-27.

[\[EMP2\] Bombardier \(CONTRACT\) - Professional Senior Engineer, RM&S Engineering](#)

Vacancy status unconfirmed not an offer. Canada. Checked 2026-10-27.

Educational reference. Verify current requirements with the relevant authority and employer. Job-specific and country-specific conditions are not worldwide eligibility rules. Requirements shown are selected examples, not complete application checklists. A visible listing is not a guarantee that recruitment remains open. Exercises use invented, non-operational material; do not inspect, modify, repair, test or release real aircraft or components. No job guarantee.