

# Aircraft Maintenance Engineer (Avionics/Mechanical)

## ANZSCO 3231-11, 12

Australia  
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### Current labour market rating: Shortage

Employers continue to experience difficulty filling their vacancies. This is particularly evident for Licensed Aircraft Maintenance Engineers (LAMEs). Applicants not holding the correct aircraft ratings and licensing types are the main reason qualified LAMEs applicants are unsuitable.

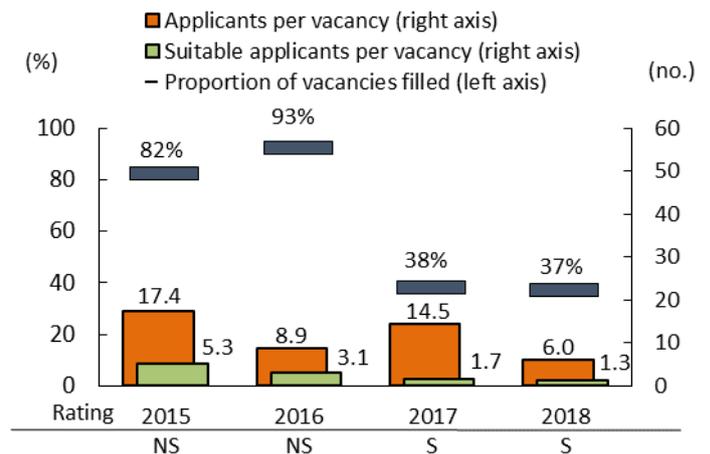
### Key research findings

- Limited vacancies were identified during this research period and the large proportion of surveyed employers were seeking to fill vacancies in general aviation.
- Around three quarters of surveyed vacancies were based in metropolitan areas.
- Employers faced difficulties filling their LAMEs vacancies regardless of whether they were recruiting for avionics or mechanical positions.
- Those recruiting for LAMEs filled just over a quarter of their positions.
  - A small number of employers noted that they had resorted to recruiting for additional unlicensed aircraft maintenance engineers (AME) roles because they were unsuccessful in their repeated attempts to recruit for more LAMEs.
- Those recruiting for LAMEs required applicants who had completed formal qualifications as well as further training in order to hold the relevant licensing and aircraft ratings required for their fleet of aircraft.
  - There was a small number of employers who were recruiting for work on a wider variety of aircraft; these employers were more likely to consider a larger proportion of applicants as they had multiple aircraft to match to the candidate's licensing.
- Employers recruiting for AMEs generally required applicants who had completed a recognised qualification and had experience working with their fleet of aircraft.
  - Just under 20 per cent of surveyed vacancies were for AMEs. Employers recruiting for AMEs experienced fewer difficulties and filled a higher proportion of their vacancies.

### 2018 Survey Results<sup>1</sup>



Figure 1: Survey results, Aircraft Maintenance Engineer 2015 to 2018



Key to ratings: NS = No shortage; S = Shortage

### Demand and supply trends

- While demand for aircraft maintenance engineers has been subdued in recent years, employment and internet vacancy numbers have strengthened over the last year.
- Initial entry into this profession is through the completion of an apprenticeship.
  - Apprenticeship commencement numbers have declined over the past decade and stood at around 390 in 2017-18.
  - Completions have also trended downwards since their peak in 2012-13. That said, there was a marginal improvement in completion numbers over the year to 2017-18 when around 380 apprentices completed their training course.

<sup>1</sup> The methodology underpinning this research is outlined at [Skill Shortage Research Methodology | Department of Jobs and Small Business](#).

Additional Data Sources: ABS, Labour Force Survey, November 2018, trend; Department of Jobs and Small Business, Internet Vacancy Index, 12 month average; NCVET Apprentices and Trainees, June 2018, estimates, includes a small number of 3231-13 (Structures) apprentices.