**About the role:**

In this role, you are responsible to carry out transactional Supply Chain functions and act as the Front face of Supply Chain to support Maintenance tasks and procure spares, components, complex assy., tools to support aircraft maintenance activities in Qatar Airways Technical.

Some operational accountabilities of the role include:

* Receive Aircraft Materials Requisitions (AMR’s), review price catalogues, call for quotes from other approved sources and negotiate to obtain acceptable lowest price, minimum delivery lead time on purchase and loan or exchange basis.
* Prepare different types of orders including Purchase Orders, Exchange Orders and Loan Orders in coordination with concern stakeholders such as Technical Materials Planning, MOCC, Engineering, Tech. Records, Warranty, Logistics, Maintenance and by applying the relevant GL and CE code /conditions/parameters.
* Ensures to get correct DOA approval as per total order value and accordingly release order to concern approved supplier.
* Provides Inputs to assist supplier selection by providing best price, minimum delivery lead time, and preferred vendor location.
* Ensure all shelf life (SL) items are procured from fresh stock with a minimum of 80 % SL remaining.
* Make sure to receive order acknowledgement from supplier within 7 days from order release and follow up regularly with suppliers to ensure overall overdue orders should not exceed beyond 5%.

An ideal candidate should meet the following requirements:

* High School Qualification / Vocational Qualification /Diploma or Equivalent (Type of Diploma Based on Role) with Minimum 3 years of job-related experience.
* Bachelor’s Degree or Equivalent with Minimum 2 years of job-related experience
* Good knowledge and exposure of Computer system.
* Ability to understand Parts Certification, Technical Publications, Vendor Manuals, and TPM.
* Familiar with EASA, FAA and QCAA regulations
* Good persistent communicator and capable of handling multi tasks often under pressure

Data Analyst

**Qualifications and Experience:**

* Bachelor's Degree or Equivalent with Minimum 3 years of job-related experience in data analysis and visualization.
* Competent in utilizing data visualization tools (PowerBI, Tableau, etc.).
* Proficient in MS Office
* Good problem solving and analytical capabilities.
* Curious mindset and willingness to learn.
* Ability to work under pressure and towards challenging deadlines.
* Command of English language.

**Preferred**

* Basic understanding of standard business processes (finance, marketing, etc.).
* Basic understanding of audit operations.
* Airline industry experience.‘

2. Meaning of fleet supply chain

In the Qatar Airways context, “fleet supply chain” means the end-to-end flow of aircraft parts, materials, and services needed to keep their entire fleet operational — from sourcing and purchasing to delivery, repair, and storage.

Breaking it down:

### **1. Fleet**

* Refers to all aircraft owned or operated by Qatar Airways — passenger planes, cargo planes, and sometimes special-purpose aircraft.
* Each aircraft type (e.g., Boeing 777, Airbus A350) has its own set of parts, components, and maintenance schedules.
* “Fleet” here is the customer of the supply chain — the planes that need to stay airworthy.

### **2. Supply Chain**

In aviation, this is a specialized logistics system dealing with:

1. Spare Parts Procurement – buying aircraft components, consumables, and tools.
2. Repairs & Overhaul – sending unserviceable parts to approved repair shops and getting them back in service.
3. Inventory & Warehousing – storing parts in bonded warehouses, ensuring shelf-life compliance.
4. Logistics & Delivery – shipping parts worldwide to match aircraft maintenance locations and schedules.
5. Vendor Management – maintaining relationships with OEMs, distributors, and MRO service providers.

### **Why “fleet supply chain” is different from normal supply chain**

* Highly regulated – Every part must meet aviation authority standards (EASA, FAA).
* Time-critical – Delays can ground aircraft (AOG – Aircraft on Ground), which is extremely costly.
* Specialized inventory – Some parts cost millions and have limited shelf lives.
* Global scope – Aircraft operate worldwide, so logistics often involves cross-border customs, freight forwarding, and time-zone coordination.

✅ In short:

“Fleet supply chain” means managing all the parts, repairs, and logistics needed to keep Qatar Airways’ aircraft fleet in service, on schedule, and compliant with aviation regulations.

If you’ll be doing data analytics in this role, you’ll be helping optimize that flow — making sure the right parts are available, at the right place, at the right time, for the right cost.

## **1. General Role Fit**

Q: Why are you interested in working in supply chain analytics within the aviation industry?

A:

“I’m passionate about using data to solve real-world operational problems. Aviation supply chain is unique because the stakes are high — a single delayed part can ground an aircraft. That’s a setting where analytics can directly improve efficiency, reduce costs, and enhance safety. I’m excited about combining my analytics skills with a fast-paced, high-impact industry like aviation.”

## **2. Data Analytics Skills**

Q: How would you design KPIs to measure supplier performance?

A:

“I’d focus on a mix of timeliness, quality, and cost. For timeliness: On-Time Delivery %, average lead time, and overdue orders %. For quality: defect/rejection rate. For cost: average purchase price vs. market benchmark. I’d also include a composite vendor score that weights each KPI so decision-makers can quickly compare suppliers.”

Q: If you had historical procurement data, how would you identify parts that cause the most delays?

A:

“First, I’d filter all purchase records for late deliveries. Then I’d group by part number and count the number of late instances. I’d join that with the operational impact data — for example, whether the delay caused an Aircraft on Ground (AOG) situation — and prioritize by frequency and severity. The output would be a ranked list of high-risk parts for closer supplier monitoring or alternate sourcing.”

## **3. Tools & Technical Competence**

Q: What BI tools are you most comfortable with?

A:

“I’ve worked with Power BI and Tableau for building interactive dashboards that track KPIs and trends. In addition, I use SQL for data extraction and Python/Excel for deeper analysis. For this role, I’d be keen to connect ERP or AMOS data to BI tools so stakeholders have real-time visibility into supplier and stock performance.”

## **4. Supply Chain & Procurement Knowledge**

Q: How would you ensure parts meet shelf-life requirements before purchase?

A:

“I’d track shelf-life as an attribute in the procurement system and set an automated rule to only approve purchases with at least 80% remaining shelf life. This could be monitored via a dashboard showing upcoming expiries and high-shelf-life risk items so purchasing teams can act proactively.”

Q: How would you track and minimize overdue purchase orders?

A:

“I’d create a live dashboard showing overdue orders by supplier, days overdue, and part criticality. Then I’d set up automated reminders for suppliers before the due date and escalation alerts if the delay crosses a threshold. Long term, I’d analyze trends in overdue POs to address recurring issues at the contract or process level.”

## **5. Problem Solving & Scenario**

Q: An urgent aircraft part is delayed — what do you check first?

A:

“I’d first check the PO status in the ERP to confirm dispatch details. Then I’d look at supplier communication logs, shipping/tracking information, and customs clearance status. If the part is critical and delayed beyond acceptable limits, I’d identify alternate suppliers or available stock within the airline’s network to fulfill the need immediately.”

## **6. Communication & Stakeholder Management**

Q: Tell us about a time you had to present data findings to a non-technical audience.

A:

“In my current role, I had to explain a complex supplier performance analysis to procurement managers who weren’t data specialists. I simplified the dashboard into a few clear KPIs, used color coding to highlight underperforming suppliers, and added short recommendations under each chart. This led to direct actions like switching to alternative vendors for critical parts.”

Metrics to track

## **1. Supplier Performance Metrics**

* On-Time Delivery % (OTD) → % of orders delivered on or before the committed date.
* Average Lead Time → Time from purchase order creation to delivery.
* Overdue Orders % → % of POs past due date (target often < 5%).
* Acknowledgement Compliance → % of orders acknowledged by supplier within 7 days.
* Defect/Quality Rejection Rate → % of delivered parts that fail quality checks.

## **2. Inventory & Stock Metrics**

* Stock Availability Rate → % of requests fulfilled immediately from existing stock.
* Shelf-Life Compliance → % of purchased stock meeting ≥ 80% remaining shelf life.
* Slow-Moving vs. Fast-Moving Stock → Helps optimize storage and avoid expiry waste.
* Stockout Incidents → Number of times critical parts are unavailable when needed.

## **3. Cost & Financial Metrics**

* Average Purchase Price vs. Benchmark → Tracks cost competitiveness across suppliers.
* Total Procurement Spend by Category → Helps spot high-spend areas for cost control.
* Expedited Shipping Costs → Indicates urgency-driven inefficiencies.
* Repair vs. Replace Cost Ratio → Compares cost-effectiveness of repair vs. new purchase.

## **4. Operational Impact Metrics**

* AOG Impact Time (Aircraft on Ground) → Hours aircraft are grounded due to parts delay.
* TAT (Turnaround Time) for Repairs → Time taken for unserviceable parts to be repaired and returned to service.
* Parts Causing AOG Events → Identifies high-risk components needing sourcing strategy changes.

## **5. Process & Efficiency Metrics**

* PO Cycle Time → Time taken to process and approve purchase orders.
* PO Approval Compliance → % of orders processed with correct DOA (Delegation of Authority) approvals.
* ERP Data Accuracy Rate → % of procurement records free from errors or missing info.

💡 Tip: In an interview, if they ask you “What metrics would you track?”, you can structure your answer into Supplier Performance, Inventory, Cost, Operational Impact, and Process Efficiency — that shows both analytical thinking and supply chain understanding.