

R067 / JOB TITLE GUIDE / VERSION 0.1

Airside catering driver

Airside catering drivers transport catering equipment and supplies to and from aircraft, using equipment for which they are trained and authorised. This is separate from a general delivery driver, cabin cleaner or broad ramp-agent role. Road licensing, airport-driving permission and competence on a high-loader are different checks, not interchangeable credentials.

What the role does

- Transport assigned catering loads and complete handovers.
- Use only equipment and access routes covered by training and permission.
- Record deliveries and report discrepancies or equipment concerns.

Where the work happens

Catering facility, airport roads and aircraft-servicing areas; shift and outdoor work vary by employer.

Employer example 1

dnata catering & retail • Australia - Melbourne, Victoria • Customer Delivery Driver

Vacancy status unconfirmed not an offer • Checked 2026-10-27 [E067-DNATA]

Category	What this employer states
Essential in this source	MR or HR driving licence; ongoing Australian work rights. Communication/numeracy and shift, weekend and public-holiday availability.
Other stated conditions	Stated medical and police checks.

Specific Victorian employer post. A road licence is not evidence of high-loader competence or airport-driving permission. Desirable requirements are not separately classified here; do not infer that none apply.

Employer example 2

YHU Terminal • Canada - Quebec • High/Low-lift Truck Driver (Catering Operations)

Vacancy status unconfirmed not an offer • Checked 2026-10-27 [E067-YHU]

Category	What this employer states
Essential in this source	Valid Canadian driving licence, ability to obtain AVOP D/A and stated security clearance. At least 18; entitlement to work in Canada; French communication.
Desirable in this source	English and logistics experience.
Other stated conditions	Truck-driving experience: heading says one year; body says one-three years. Confirm the precise threshold. Outdoor, height-related and manual work with variable shifts.

Undated Quebec post. Required road-licence class is not identified; the listed age is job-specific, not a worldwide rule. PREPARE AND VERIFY

Separate requirements from preparation

Victoria: road-vehicle licensing: Transport Victoria distinguishes heavy-vehicle licence categories. The employer's MR/HR requirement must be matched to the vehicle and current licensing conditions; it does not by itself authorise airside driving or high-loader operation. [O067-VIC]

Still to verify: Two specific employer examples verified; current availability unconfirmed. YHU experience wording and vehicle class remain unclear. Airport-specific permits and Canadian licensing/access applicability require local confirmation.

Explore a realistic entry route

- List the role's separate permissions: road vehicle, airport driving/access and equipment/task authorisation. Ask which must be held at application and which the employer arranges after selection. A generic forklift certificate is not proof of high-loader competence.
- Compare the advertised experience and roster with your genuine background. If wording conflicts, seek clarification through the employer's normal recruitment process instead of assuming the easiest interpretation. Individual screening and work-rights decisions cannot be determined by this career guide.
- Prepare examples of reliable deliveries, accurate records and respectful customer handovers from work you actually performed. State the vehicle types and tasks honestly. Never practise approaching an aircraft, lifting a catering body or using airport radios outside authorised training.

Build evidence of your skills

- Create a fictional delivery handover for harmless classroom supplies: item reference, expected count, observed discrepancy and person notified. Do not include aircraft positioning, loading sequences or operational checklists.
- Build a personal learning tracker with separate fields for road credentials, employer induction, supervised equipment learning and assessment scope. Label every fictional example clearly and never represent a planned course as a qualification already held.

Prepare for an interview

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

- Preparation prompt: describe how you handled a delivery discrepancy without concealing it or making an unauthorised substitution. Explain the factual record and escalation route.
- Ask how new drivers are supervised, how airport permissions are obtained, what equipment assessment is required and how driving responsibilities differ from food handling. Confirm the specific site and shift pattern before relying on general company information.

Investigate possible next roles

With experience and further assessment, investigate delivery-team coordination or training support. Moving to other ground equipment or supervisory work requires a new scope check rather than automatic transfer.

Sources and scope

[E067-DNATA] [dnata catering & retail Customer Delivery Driver](#)

Vacancy status unconfirmed not an offer. Australia - Melbourne, Victoria. Checked 2026-10-27.

[E067-YHU] [YHU Terminal High/Low-lift Truck Driver \(Catering Operations\)](#)

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

[O067-VIC] [Transport Victoria Heavy vehicle and forklift licence categories](#)

Victorian heavy-vehicle licence categories, including MR and HR. Category must match the vehicle; road licensing is separate from airport access and task-specific equipment competence. Checked 2026-10-27.

Educational requirements guide, not operational instruction or an employment guarantee. Verify current requirements with the relevant authority and employer. Conditions belong to the named employer, post and jurisdiction. They are not worldwide eligibility rules; check the current advertisement and local authority before making training or application decisions. No high-loader operation, aircraft approach, vehicle manoeuvre, lifting-platform or catering food-safety procedure is taught. No job guarantee.