

Cargo loadmaster

Cargo loadmasters oversee aircraft cargo-loading activity within an operator's assigned responsibilities. They can travel with aircraft or support loading at stations. This is distinct from a central load controller who may produce loading information remotely; titles and shared tasks vary. Neither title alone grants authority for a particular aircraft or operator.

What the role does

- Oversee assigned loading activity and coordinate with ground handlers.
- Review loading information and communicate discrepancies to responsible personnel.
- Maintain required records within the operator's training and authorisation.

Where the work happens

Aircraft-side loading operations and travel to multiple stations; home-base and roster arrangements are employer-specific.

Employer example 1

National Airlines • United States - Orlando-based employer; home-based role • Loadmaster

Vacancy status unconfirmed not an offer • Checked 2026-10-27 [E063-NATIONAL]

Category	What this employer states
Essential in this source	Mathematical/written communication, analytical judgment and computer capability, including weight-and-balance software. Domestic/international travel and valid unrestricted passport with ability to enter/exit the US.
Desirable in this source	Previous/current widebody loadmaster qualification, freight-build/load-planning and hazmat experience.
Other stated conditions	Heavy-jet experience is preferred under Qualifications but also listed under Competencies; confirm its selection status.

Undated employer posting. Loading oversight is not staff line-management: the advert separately states no supervisory responsibilities.

Employer example 2

Titan Airways • United Kingdom - London Stansted • Loadmaster

Closed vacancy historical example • Checked 2026-10-27 [E063-TITAN]

Category	What this employer states
Essential in this source	Three years' cargo ground-handling experience with narrow- and widebody aircraft. Computer literacy, extensive travel/roster flexibility and ability to meet the stated UK work and US crew-visa conditions.
Desirable in this source	Previous loadmaster, flight-manager or dispatcher work; IGOM/IOSA and dangerous-goods experience.
Other stated conditions	BPSS screening; sponsorship is mentioned as potentially available, not guaranteed.

Explicitly closed historical advert with a February 2025 interview reference. Not evidence of current hiring.

PREPARE AND VERIFY

Separate requirements from preparation

United States: covered Part 121 functions: Subject to the rule's specified exceptions, covered personnel require the operator's approved initial/recurrent hazardous-materials training for the addressed functions. This is separate from a preferred prior loadmaster qualification. [O063-FAA]

United Kingdom: operator dangerous-goods functions: CAA guidance requires relevant training and assessment before assigned functions, recurrent assessment and records. Generic learning must be supplemented for operator-specific procedures; a change of function requires competence verification. [O063-CAA]

Still to verify: Two employer examples verified, including one explicitly closed historical advert. Current opportunities, aircraft-specific authorisations and individual travel eligibility remain unconfirmed.

Explore a realistic entry route

- Compare the job's oversight, documentation, travel and equipment responsibilities. Ask how it interfaces with load control, the commander and ground handlers. Do not assume a combined title means that one employee makes every loading or flight-release decision.
- Check whether the opening is experienced recruitment or a structured development route. List genuine cargo or coordination experience and gaps against that exact post. Prior ground handling can be relevant without automatically qualifying someone for a different aircraft or operator.
- Ask how aircraft/operator training, supervised practice and assessment are arranged. Immigration, travel-document and screening conditions belong to the specific employment situation; this guide cannot decide an individual's eligibility or promise sponsorship.

Build evidence of your skills

- Write an invented information-handover note with confirmed facts, discrepancies and the responsible decision owner. Use no aircraft weights, balance calculations, loading diagrams or restraint instructions.
- Prepare a real example of coordinating teams with different responsibilities. Show how you confirmed understanding and respected another person's authority rather than claiming technical decisions outside your experience.

Prepare for an interview

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

- Preparation prompt: how do you challenge inconsistent information respectfully when several teams are waiting? Describe verification and escalation, not an improvised loading solution.
- Ask about roster expectations, training recognition, competence assessment and the difference between leading a task and managing employees. Do not request confidential operator manuals.

Investigate possible next roles

With further competence and selection, investigate training support, station coordination or specialist cargo roles. A past aircraft qualification does not guarantee transfer or progression.

Sources and scope

[\[E063-NATIONAL\] National Airlines Loadmaster](#)

Vacancy status unconfirmed not an offer. United States - Orlando-based employer; home-based role. Checked 2026-10-27.

[\[E063-TITAN\] Titan Airways Loadmaster](#)

Closed vacancy historical example. United Kingdom - London Stansted. Checked 2026-10-27.

[\[O063-FAA\] US Electronic Code of Federal Regulations 14 CFR 121.1005 - Hazardous materials training required](#)

Hazardous-materials training for covered Part 121 functions. eCFR title 14 displayed as current to 22 October 2026; authoritative but unofficial compilation. Applicable person/functions and exceptions matter; not a worldwide loadmaster licence. Checked 2026-10-27.

[\[O063-CAA\] UK Civil Aviation Authority Dangerous goods training requirements](#)

Operator staff with relevant cargo, loading and other dangerous-goods responsibilities. Role-specific guidance; the full operator training and authorisation framework must also be checked. 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 weight-and-balance calculation, load plan, restraint method, aircraft servicing or operational clearance advice is supplied. No job guarantee.