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MAJOR READY • PREP PACK V2 • FILE 01

THE LOGBOOK AUDIT SYSTEM

Logbook audits, application preparation, and hiring-window readiness for regional first officers applying to the major airlines.

Version 2.0 — October 2026

Facts verified October 15, 2026

Career-preparation education. Not affiliated with, endorsed by, or connected to any airline. Not interview coaching.

Major Ready Prep Pack v2.0 — October 2026 · Core tier The flagship. American operates a dedicated Logbook Review Team, published its standards to the industry in 2026, and is implementing a separate logbook review **before** the in-person interview during 2026 (reported from American's Logbook Review Team briefing, February 2026). Southwest conducts a complete logbook review, by a Southwest pilot, as part of its interview (Southwest's official First Officer Interview Preparation Guide, September 2025 — the most recent version published as of this pack's verification date). The logbook is no longer interview-day decoration. It is a gate. This file gets yours through it.

Facts verified October 15, 2026. American's logbook standards below are drawn from the Logbook Review Team's own published guidance as reported in February 2026 — the most authoritative documented standard available, and the strictest of any U.S. carrier. Build to this standard and every other carrier's review is a subset.

1. The standard you are auditing against

Airlines do not total your book. They **cross-examine** it — against your application, your Pilot Records Database (PRD) record, and your training history. American's review team has publicly named the patterns that damage applicants. Treat this list as the audit spec:

American's named negative trends (Logbook Review Team briefing, Feb 2026): - Missing aircraft registrations (N-numbers) - Missing route of flight - "Baseline" entries — multiple flights lumped into one line - Logbook total more than **10% different** from the application total - **Arriving with less total time than the application states — an immediate red flag** - Missing signature on any page - Undisclosed failures — including stage checks, not just checkrides - Altered formatting on official military records - Missing stamps/seals on foreign logbooks

Every section of this file exists to find one of those patterns in your book before a review team does.

2. The page-by-page audit (the core protocol)

Work one logbook at a time, first page to last, in order. Do not sample. For each page, check and initial:

Continuity - ☐ Page totals are carried forward page to page — every page has a "time forwarded" that equals the previous page's total. A page with no running total breaks the chain. - ☐ First entry of this book continues from the last entry of the previous book with no unexplained gap in dates. If a book is lost, stop: document what happened, what reconstruction you hold (school records, FAA Form 8710s, employer records), and prepare a one-paragraph written explanation. A documented

loss is survivable; a silent gap is not. - ☐ All logbooks are present **from zero time**. Reviewers want the whole record, not the highlight reel.

Every line - ☐ Date, route of flight (departure–destination), aircraft type, aircraft registration, and your role (PIC / SIC / dual received / dual given) on every entry. Missing N-numbers and missing routes are named negative trends — hunt them specifically. - ☐ No baseline entries. Any line that compresses more than one flight gets broken out **only if** the underlying detail exists in another record (trip sheets, schedules, a digital backup). If the detail genuinely does not exist, leave the entry as-is and write a dated annotation explaining what it represents and what supports it. Never invent leg detail you cannot support. - ☐ Checkrides, stage checks, and type ratings — **passed and failed** — are identifiable in the book, and every endorsement from primary training forward is present in the book itself, not only in a separate folder.

Signatures and corrections - ☐ **Your full signature on every page.** Not initials. Digital signatures are acceptable per the review team's guidance; an unsigned page is a named finding. - ☐ Corrections are made by single-line strike-through, corrected entry, your initials, and today's date. Never erasure, never correction fluid, never a recopied page. If a page total was added wrong, strike it, write the correct total, initial it. Reviewers trust visible corrections; they do not trust a suspiciously pristine book. - ☐ Do **not** hand-recreate a worn paper logbook. American's guidance is explicit: bring the original. Wear is honest; a fresh book claiming to be ten years old is not.

Counting hygiene (feeds File 02) - ☐ Simulator/device time is logged as simulator time only — nowhere inside Total Time. - ☐ Deadhead and "other" non-pilot time is nowhere inside Total Time. - ☐ UAV/remotely piloted time is nowhere inside Total Time. - ☐ Rotary-wing time is totaled separately so a fixed-wing total is visible at a glance. - ☐ Every PIC entry survives the commander test in File 02, §2 — if you cannot show you signed for the aircraft, it is not PIC for American, Southwest, FedEx, or UPS purposes.

Military pilots - ☐ Keep hours **raw and unconverted** everywhere; record sortie counts alongside. American and FedEx each apply their own ~0.3 hr/sortie conversion — a pre-converted total is a double-counted total (File 02, Cargo view). - ☐ Official service records stay in their **standard format**. Do not reformat or "clean up" an official export — altered formatting is a named negative trend. - ☐ Order your complete airman file now if you have not: FAA Form AC 8060-68. Allow **at least 8 weeks**. This is the longest-lead item in the entire pack (see File 04).

3. The freeze-date protocol (this kills the #1 red flag)

The single most dangerous audit finding is arithmetic: application says one number, book shows less. It happens innocently — you apply in March, interview in June, fly 90 hours in between, and update the application from memory. Fix it structurally:

1. **Pick a freeze date** — today, the day you complete this audit. As of the freeze, your File 02 ledger and your logbook agree to the tenth of an hour.

2. **Every application states hours "as of" the freeze date.** Write the freeze date on the application's notes/your vault record (File 03). "Application frozen October 15, 2026; 41.6 hours flown since" is a one-sentence explanation a reviewer accepts. Silence about a gap is what gets flagged.
3. **After the freeze, log forward normally and never back-edit application totals from memory.** When you update an application, re-derive the number from the ledger (File 02), advance the freeze date, and record the new date.
4. **Never let an application claim exceed the book — in either direction of sloppiness.** Overstated is a credibility finding. Understated by >10% is an audit finding at American. The freeze protocol makes both impossible if you follow it.

4. The discrepancy log

Every problem the audit finds goes here, with its disposition. A reviewer who finds a problem you already found, documented, and corrected reads diligence. Keep this log; bring it if a review raises anything on it.

#	Page / date	Finding	Rule it touches	Disposition (corrected / annotated / documented)	Date closed
1					
2					
3					
4					
5					

The >10% alarm: compute (application total – logbook total) ÷ logbook total for every live application you hold. **Any result beyond ±10% is a stop-and-fix item today** — American's review team flags beyond that band, and File 02's variance panel automates this check. Inside the band you should still be within a few hours, explainable in one sentence via your freeze date.

5. Presentation standard (what physically goes in the room)

- **Original paper logbooks** — always. An electronic logbook is a supplement, never a substitute: print it **in its entirety**, bind it, sign every printed page, and bring the originals and/or official military records alongside.
- **Not accepted as your record** at an American-standard review: a spreadsheet alone, an app shown on a screen, screenshots, crew expense logs, a thumb drive, block-time entries with no leg detail. If your only record of a period is one of these, File 04's records requests are how you rebuild support for it.

- **Cover page + table of contents** for the set: books listed, date ranges, where each employer period sits. Recommended by American's review team; costs you twenty minutes.
- **Tabbing map** (Southwest's published list — official Interview Preparation Guide, Sep 2025): tab the pages showing your **250 / 500 / 750 / 1,000-hour fixed-wing turbine milestones**; your **most recent fixed-wing turbine flight**; **every checkride and type rating, passed and failed, from initial training to present** (simulator checkrides tabbed at the page/line where they would have occurred); and **all endorsement pages**. Tabs are an index, not a decoration — a reviewer with a tabbed book finishes your review faster and in a better mood.
- **Foreign logbooks**: stamps and seals present; if a stamp is missing, obtain the operator's verification letter now, not the week of the interview.

6. Print-fidelity checklist (the category's known complaint)

Pilots have been burned by electronic logbook printouts that split flights across pages, drop page totals, or re-sort entries. Before any review or interview:

- ☐ Print a full draft. Flip every page: each printed page carries its own page total, and totals chain page to page.
- ☐ No flight is split across a page break in a way that hides a leg.
- ☐ Chronological order survived the print (no re-sorting by aircraft or category).
- ☐ Signatures: sign every printed page after printing.
- ☐ Print a second copy for your ready folder (File 05). If the set is lost in transit, you can re-present from originals + copy while you explain — you cannot re-present from a phone.

Exit criteria for File 01: every page checked, discrepancy log closed or documented, freeze date set, presentation set assembled. Now build the numbers in File 02.

Facts verified October 15, 2026. Hiring processes change without notice — this pack's Alerts companion tracks changes. Major Ready is not affiliated with any airline; this file is preparation education, not legal or hiring advice.