

A PARALLEL27 COMPANY

MAJOR READY • PREP PACK V2 • FILE 02

THE FLIGHT-TIME COUNTING ENGINE

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 Companion spreadsheet: `02-flight-time-counting-engine.xlsx` — the same ledger and views with live formulas. This document is the rulebook the spreadsheet implements; the spreadsheet is the tool. Your logbook does not change from airline to airline. **What each airline counts does.** One ledger, told six ways, every view reconciled to the tenth of an hour.

Facts verified October 15, 2026. Counting rules below are drawn from published airline/program sources as documented in Major Ready's research dossier: American's Logbook Review Team guidance (Feb 2026), Southwest's official pilot careers page and Interview Preparation Guide (Sep 2025), Delta's official Pilot Careers FAQ (Oct 2026), FedEx's official pilot FAQ (Oct 2026), and the Aviate Program Guide (Dec 2025). UPS figures are secondary-reported and are labeled as such wherever they appear — UPS had published no official minimums page as of verification.

1. The Ledger — your single source of truth

Enter time **once**, from the audited logbook (File 01), in raw unconverted hours, exactly as logged. Every airline view in §3 is a formula over this table — never a separate hand-built total. The example column is the fictional pilot from File 08, shown so you can see the engine working before you enter your own numbers.

Table L1 — Time by role and category (hours)

Ledger line	Definition (logbook truth)	Example
L1	Total time — ALL aircraft (fixed-wing + rotary), pilot time only	2,623.0
L2	Fixed-wing total time	2,545.0
L3	Rotary-wing total time	78.0
L4	Fixed-wing dual received	236.8
L5	Fixed-wing PIC — all of it, as logged	1,415.6
L6	...of L5: dual given (instructor time, inside PIC)	486.0
L7	Fixed-wing SIC	892.6
L8	Turbine total	812.6
L9	Turbine PIC — commander of record only (see §2)	0.0
L10	Turbine SIC	812.6
L11	Multi-engine total	1,013.8

Ledger line	Definition (logbook truth)	Example
L12	Multi-engine PIC	96.5
L13	Multi-engine SIC	892.6
L14	Single-engine total	1,531.2
L15	Night total (PIC 138.2 + SIC 214.6 + dual 18.4)	371.2
L16	Instrument — actual	121.5
L17	Instrument — simulated (hood / view-limiting device)	96.3
L18	Cross-country (>50 nm) total	1,716.8
L19	Flight in last 12 months	612.8
L20	Flight in last 90 days	158.3
L21	Rotary PIC	45.5
L22	Rotary dual received	32.5
L23	Excluded bucket — simulator / training device time (never in L1)	22.0
L24	Excluded bucket — deadhead / "other" time (never in L1)	0.0
L25	Excluded bucket — UAV / RPA time (never in L1)	0.0
L26	Military only: total sorties (never converted by you)	—

Ledger integrity checks (must all pass before any view means anything): - C1: L4 + L5 + L7 = L2 (roles exhaust fixed-wing time: 236.8 + 1,415.6 + 892.6 = 2,545.0 ✓) - C2: L2 + L3 = L1 (2,545.0 + 78.0 = 2,623.0 ✓) - C3: L9 + L10 = L8 (0.0 + 812.6 = 812.6 ✓) - C4: L11 + L14 = L2 (1,013.8 + 1,531.2 = 2,545.0 ✓) - C5: L23, L24, L25 appear **nowhere** inside L1. If your logbook total includes them, your logbook total is wrong for every airline in this pack — fix it in File 01 first.

Table L2 — Time by aircraft type (must sum to the role lines)

Type	Dual Rx	PIC	SIC	Total
Cessna 172	128.4	858.0	—	986.4
Piper PA-28	68.5	334.2	—	402.7
Cessna 182	15.2	126.9	—	142.1
Piper PA-44 (ME)	24.7	96.5	—	121.2
Piper PA-31 (Part 135)	—	—	80.0	80.0
Bombardier CRJ-700/900	—	—	812.6	812.6
Fixed-wing subtotal	236.8	1,415.6	892.6	2,545.0

Type	Dual Rx	PIC	SIC	Total
Robinson R22 (rotary)	14.0	14.0	—	28.0
Robinson R44 (rotary)	18.5	31.5	—	50.0
Rotary subtotal	32.5	45.5	—	78.0

2. The PIC rule — read this before touching a view

Four of the six carriers in this pack define countable PIC the same way, and it is probably not how your logbook's PIC column was built:

PIC = the captain / aircraft commander of record who signed for the aircraft.

(American — Logbook Review Team guidance; Southwest — official careers page; FedEx — official FAQ, all defining PIC as commander of record, not sole manipulator. UPS counts PIC per 14 CFR 1.1 — final authority / designated PIC — per secondary-reported posting text.)

Time you flew as the sole manipulator in the right seat while the captain signed for the aircraft is **SIC** for these carriers, whatever your logbook column calls it. Before running the views, re-derive line L9 (and your cargo PIC buckets in §3F) under the commander test: for each block of claimed PIC, can you show you signed for the aircraft? Instructor time counts as PIC only for time **in a seat at a set of controls** (American) — jumpseat instruction/evaluation time does not. If a block fails the test, it moves to SIC in the ledger's airline views. Your logbook itself doesn't change; the views are where honesty is enforced. Inflated PIC is the fastest credibility death in this market — reviewers see it weekly, and File 08 shows it being caught.

3. The six airline views (formulas in words)

Each view states: the formula, the example result, and the published requirement it feeds.

"Preferred" is not "required" — the views keep them in separate rows because confusing the two makes pilots self-reject from jobs they qualify for, and apply to jobs they don't.

3A — United view (pilothiring.united.com)

Output	Formula	Example	Published requirement
Total time	L1	2,623.0	1,500 required ✓
Fixed-wing turbine	L8, fixed-wing portion (here = L8)	812.6	1,000 preferred — example is 187.4 below preferred, not below a gate

Output	Formula	Example	Published requirement
Last 12 months	L19	612.8	100 preferred ✓
Hard gates	unrestricted ATP AMEL; First Class Medical; FCC permit; passport ≥6 months validity past hire; Yellow Fever certificate; no planned absences in first 12 weeks of training	checklist	All must be YES before applying
United counts the application itself as a scored document — failure history disclosed there is weighed at screening (see File 04).			

3B — American view (pilots.aa.com)

American had published no official minimums page retrievable as of October 15, 2026. Reported figures in circulation (1,500 TT minimum / ~2,500 competitive) are secondary and stale — this view therefore computes American's documented **counting rules**, which are the part that actually eliminates applicants, and leaves minimums to the live posting. | Output | Formula | Example | |---|---|---| | Application Total Time | $L5 + L7 + \text{L4 entered in the SIC field} + L3$ (rotary included, broken out below) | $1,415.6 + 892.6 + 236.8 + 78.0 = \mathbf{2,623.0}$ | | — the classic error | Omitting dual received from the grid understates TT by L4 | $2,623.0 - 236.8 = 2,386.2$ shown — a 236.8-hour self-inflicted wound, and a mismatch against your other applications | | Fixed-wing total (visible breakout) | L2 | 2,545.0 | | Rotary total (broken out, still in TT) | L3 | 78.0 | | PIC (commander of record only) | L5 re-derived under §2 test; turbine PIC = L9 | 1,415.6 total / 0.0 turbine | | Long-haul relief adjustment | Flights >9 hrs: count 2/3. Flights >12 hrs: count 1/2 (time at the controls) | n/a for the example | | Military | Submit hours **raw**; check the Sorties Flown box; American applies its own ~0.3/sortie conversion | Pre-converting = double-counting | | Exclusions enforced | $L23 + L24 + L25 = 0$ inside TT | ✓ |

3C — Delta view (Delta career site)

Output	Formula	Example	Official requirement (Delta Pilot Careers FAQ, Oct 2026)
Total documented time	L1	2,623.0	1,500 minimum ✓
Turbine in a non-powered-lift airplane	L8 (example's turbine is all fixed-wing airplane)	812.6	500 minimum ✓ / 1,000 fixed-wing turbine preferred

Output	Formula	Example	Official requirement (Delta Pilot Careers FAQ, Oct 2026)
PIC or SIC per 14 CFR 61.159(a)(5)	L5 + L7	2,308.2	250 minimum ✓
Multiengine airplane	L11	1,013.8	50 minimum ✓
Certificate test	Commercial + Instrument-Airplane + all 61.159 aeronautical experience + current ATP written is Delta's stated requirement — a held ATP certificate is not the stated requirement	holds ATP	Most guides get this wrong; Delta's FAQ is explicit
Also required	Age ≥23; FCC permit; Yellow Fever certificate before indoctrination; college transcripts at interview (File 06)	—	Degree: highly preferred, not required
Reality check, sourced: Delta's September 29, 2026 class averaged 5,200 hours total time (company-affiliated report) against the 1,500 published floor. Minimums get you eligible. They do not describe the class.			

3D — Southwest view (careers.southwestair.com posting + Flight Hours grid)

Output	Formula	Example	Official position (careers page, Oct 2026)
Fixed-wing time only	L2 — rotary, sim, UAV, helo, and non-pilot crew time are excluded from Southwest's stated categories	2,545.0	No total-time minimum is published on the current official page. The "2,500 TT" figure in circulation is stale secondary reporting — do not plan around it as fact
Fixed-wing turbine	L8	812.6	500 preferred ✓ (or Destination 225° completion)
PIC	Commander-of-record test (§2) applied to L5/L9	1,415.6 total / 0.0 turbine as PIC	Definition published verbatim by Southwest
Recency	Actively flying in 2 of the last 5 years	YES	Preferred

Output	Formula	Example	Official position (careers page, Oct 2026)
Grid discipline	The Flight Hours grid persists across applications — updating the grid is NOT an application. A formal application to the open posting is also required	see File 05	The most common Southwest self-elimination

3E — FedEx view (careers.fedex.com/pilot profile pool)

Output	Formula	Example	Official requirement (FedEx pilot FAQ, Oct 2026)
Total fixed-wing	L2	2,545.0	1,500 minimum ✓
PIC — jet	Commander-test PIC in jet aircraft	0.0	see combined gate below
PIC — ME turboprop $\geq$ 12,500 lbs, or named equivalents (C-130, Q400, P-3, ATR 42/72; V-22 treated as equivalent; T-6 II / PC-12 single-engine turboprops count)	Commander-test PIC in those categories	0.0	Combined PIC in jet / qualifying turboprop: 500 minimum — example: NOT YET, short 500.0
PIC in jet	—	0.0	1,000 preferred
Also required	ATP; First Class; FCC; passport; SIDA eligibility; bachelor's preferred (not required)	—	Only fixed-wing pilot time counts; student time counts; sim/helo/FE/nav/WSO excluded
Military	Enter sortie count only — the system converts at 0.30/sortie	—	Entering converted hours double-counts

3F — UPS view (UPS careers portal — intermittent postings)

⚠ Verification status: UPS had published no official pilot minimums page captured as of October 15, 2026, and no live FO posting was open at verification. Everything in this view is **secondary-reported from posting extracts** — consistent across sources, but not official. Verify against a live posting before relying on any figure here. | Output | Formula | Example | Secondary-reported requirement | |---|---|---|---| | Total fixed-wing | L2 | 2,545.0 | 1,500 minimum | | PIC per 14 CFR 1.1 in fixed-wing jet and/or ME turboprop | Commander-test PIC in those categories | 0.0 | **1,000 minimum — the heaviest PIC gate in this pack.** Example readout: **NOT YET — short 1,000.0 PIC hours** | | Also reported | Unrestricted ATP

(explicitly); First Class; FCC; transport-category experience within last 12 months preferred; bachelor's preferred; military +0.3/sortie | — | UPS publishes **no competitive number** — any vendor quoting one is inventing it |

The cargo lesson the views exist to teach: the example pilot passes every passenger-major eligibility screen in this file and is **not eligible for either cargo carrier** — because cargo gates on commander PIC, and an SIC-only regional FO has none. That is a sequencing fact, not a discouragement: cargo becomes available after upgrade. File 07 builds the sequence.

4. The variance panel (run before EVERY submission)

Check	Formula	Green	Example (pre-audit)
Application vs. logbook	$(\text{application TT} - \text{ledger L1}) \div \text{L1}$	within $\pm 2\%$	$(2,948.3 - 2,623.0) \div 2,623.0 = +12.4\% - \text{RED}$
Cross-application consistency	every live application's TT identical, or differing only by a documented freeze-date delta (File 01, §3)	identical / documented	three totals in circulation — RED
View-to-ledger footing	each §3 view's components sum back to L1/ L2	exact to 0.1	✓ after audit
PIC sanity	no view shows PIC exceeding L5's commander-tested value	✓	SWA draft showed 96.0 turbine PIC vs. L9 = 0.0 — RED

Rule: no application is submitted with a red panel. The panel takes four minutes. A variance finding at a review table takes a career.

5. Spreadsheet instructions (the .xlsx twin)

Sheets: **LEDGER** (yellow cells = your entries; FO Example's values are pre-loaded — overwrite them), **UNITED**, **AMERICAN**, **DELTA**, **SOUTHWEST**, **CARGO** (FedEx + UPS readouts), **VARIANCE**. Every view cell is a formula pointing at **LEDGER** — if a view disagrees with your logbook, the error is in the ledger or in your logbook, never in the view. Do not type over a formula cell; if you do, re-download the pack file and re-enter the ledger. Print the **LEDGER** and **VARIANCE** sheets and keep them in your ready folder (File 05) — page totals surviving print is the category's known failure mode, and this workbook is built so every sheet prints complete on its own page.

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; counting rules are summarized from the published sources cited above — the airline's live posting governs.