

A PARALLEL27 COMPANY

MAJOR READY • PREP PACK V2 • FILE 03

APPLICATION DATA VAULT + 2026 SYSTEM MAP

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 Every application system asks for the same life, sliced differently, under time pressure you don't control. Incumbent prep services review your application **after** you've written it — at \$349–\$999 (prices observed October 2026). This file is the infrastructure **before** it: every field, entered once, in the formats the systems want, so that when a window opens you are copying — not composing, not remembering, not re-deriving.

Facts verified October 15, 2026. ⚠ **Handling:** this vault, when you complete it, contains sensitive personal identifiers. It lives on your machine only. Never email it unencrypted, never upload it anywhere except the airline's own application portal, field by field. Major Ready never receives it — by design.

1. The 2026 System Map (post this page where you work)

The old map is wrong. American and Southwest both **left Pilot Credentials** (they departed after that vendor's April 2023 data breach, as reported at the time), and the systems have consolidated in-house. Anyone teaching "AirlineApps for everything" in 2026 is teaching 2022.

Airline	System (2026)	Standing intake or window?	What persists	What expires / the trap
United	pilothiring.united.com (own portal)	Portal live at verification	Your application	One active application, total. A pending Aviate / military-program / direct-FO application must be withdrawn or converted before applying via another path (Aviate Program Guide). A second application is not a second chance — it's a rules violation
American	pilots.aa.com (new in-house ATS)	Standing profile portal	Profile — but profiles from the old system do not carry: you must re-enter/ update at pilots.aa.com	Freshness is tracked. American's own event form asks whether your application was updated within the last 90 days. A dormant profile is a measurable

Airline	System (2026)	Standing intake or window?	What persists	What expires / the trap
				disadvantage (File 05 freshness calendar)
Delta	Delta career site (delta.com/careers)	Career-site application	Application	An AirlineApps "Delta" listing circulates — unconfirmed legacy. The career site is the route Delta's own pages direct you to
Southwest	careers.southwestair.com posting + Flight Hours grid (swa.is/FlightHours)	Window-based. FO application CLOSED at verification (Oct 15, 2026)	The Flight Hours grid persists across applications	Updating the grid ≠ applying. Both steps, every window. The next window date is not published — anyone who tells you one is guessing
FedEx	careers.fedex.com/pilot profile pool	Pool + invited application only	Your profile	There is no posting to apply to. FedEx pulls from the pool and emails selected pilots an application link. Official guidance: update the profile monthly and whenever qualifications change
UPS	UPS careers portal	Intermittent postings	—	No live FO posting was captured at verification and UPS's hiring status was not verifiable from official sources. Treat any "UPS is hiring now" claim — including from prep vendors — as unconfirmed until you see the posting yourself
Regionals (Endeavor, Envoy, PSA, Piedmont, Republic, CommuteAir, GoJet...)	AirlineApps (primary)	Mostly standing	AirlineApps profile	This is where AirlineApps actually lives in 2026 — relevant for lateral moves (File 07) and flow tracking

2. The Vault — fill once, copy forever

Enter each item exactly as it appears on the governing document. Where documents disagree (name spelling, address history), the **certificate/ID version governs** and the discrepancy goes on your fix list today, not during a window.

2A — Identity & documents - Full legal name exactly as printed on your ATP certificate · all other names ever used - Date and place of birth · citizenship · Social Security number (vault only — never in any email) - Passport: number, country, issue/expiry — and the expiry checked against "valid ≥ 6 months past a likely hire date" (United's stated standard) - ATP certificate: number, date of issue, ratings as printed — confirm "**Airplane Multiengine Land**" and "**English Proficient**" both appear (Southwest's stated requirement) - FCC Restricted Radiotelephone Operator Permit: number, and **physical location of the permit** — "I applied once" is not in hand. Missing? Order the replacement this week (File 05 stages this) - First Class Medical: date of exam, AME name/city, limitations, and the **airline-use expiry date** (not just the certificate date). Special Issuance / SODA: the full authorization letter, not just the certificate - Driver's license: number, state, expiry · full driving history (File 04 maps this) - Education: schools, dates, degree(s) — and **transcripts ordered / in hand** (Delta requires them at interview; ordering takes weeks — File 06)

2B — The 10-year history (the section that stalls applications) Applications reconstruct your last 10 years — addresses and employment — with **no unexplained gaps**. Build it now, month by month: - Address history, 10 years: address, from/to dates. Gaps between leases, living with family, commuting crashpads — each gets a one-line factual explanation written now - Employment history, 10 years: employer, title, dates, supervisor/contact, reason for leaving. Unemployment, training periods, and part-time work are entries, not gaps - For each employer in the **last 2 years** (flying or not): flag it — Southwest's post-offer process requires a separate DOT drug & alcohol release (FAA Form 40.25) **per employer** in that window (File 06). Count them now so the number never surprises you

2C — Flight time (pointer, not a copy) Do **not** re-type totals here. Your numbers live in File 02's ledger and nowhere else. This vault records only: freeze date (File 01, §3), ledger version, and per-application "hours as of" dates. One source of truth is the entire anti-variance strategy.

2D — Disclosure answers (pointer) Your disclosure inventory lives in File 04. The vault records only where each answer will be pasted, application by application, so the same question gets the **identical** answer everywhere (the consistency drill, File 04 §3).

2E — Recommendations - Southwest (official guidance): **three letters of recommendation prepared in advance** — named recommenders, letters in hand, as PDFs - Delta: recommenders **email the letter to you**; you submit it in the application; there is **no limit** on letters. Brief your recommenders on that mechanics detail now — a recommender trying to "send it directly to Delta" is solving a problem that doesn't exist and missing the one that does - United's portal has a letter-of-recommendation section — know whose letter goes there before the window, not during it

3. Per-system entry checklists

United — ☐ Only ONE active application exists (withdraw/convert any Aviate or military-program application first) ☐ Failure history matches File 04 word-for-word — it is weighed at screening ☐ After submitting: watch email and spam — candidates report an emailed online assessment and follow-on steps (including a tax-credit questionnaire) arriving by email (candidate-reported, 2026). **American** — ☐ Profile created/re-entered on pilots.aa.com (old-system profiles don't count) ☐ Hours entered from the File 02 American view — dual received in the SIC field ☐ Update date logged in §4 — your 90-day freshness clock starts now. **Delta** — ☐ Applied via the career site ☐ Transcripts ordered (File 06) ☐ Recommendation letters collected to you, ready to upload ☐ Yellow Fever certificate obtained or scheduled — required before indoctrination, not a week-of errand. **Southwest** — ☐ Flight Hours grid updated **and** formal application submitted to the open posting (both — File 05 drill) ☐ Three recommendation letters in hand ☐ Post-offer packet anticipated: notarized Form 8060.13, one Form 40.25 per employer (last 2 years, incl. non-flying), PRD access grant — all via Workday Candidate Home (File 06). **FedEx** — ☐ Profile created and current ☐ Monthly update tickler set (§4) ☐ PIC buckets from File 02 Cargo view — if the readout says NOT YET, the profile still stays current (the pool rewards the qualified-and-current when hiring resumes; it does not reward the absent). **UPS** — ☐ Nothing to maintain until a live posting exists. If one appears, verify every requirement **on the posting itself** — this pack's UPS figures are secondary-reported and labeled.

4. The freshness calendar (set these ticklers today)

Cadence	Action	Why
Monthly, 1st	Update File 02 ledger; roll freeze date if you re-derive totals	Ledger drift is variance waiting to happen
Monthly	Update FedEx profile	FedEx's own published guidance
Every 90 days	Update pilots.aa.com application; log the date here	American tracks 90-day freshness (its own event form asks)
When a posting opens	Southwest: grid update then posting application — same sitting	Grid-only is the classic Southwest self-elimination
On any qualification change	Update every live profile (rating, medical, employer, hours milestone)	FedEx guidance; United weighs application content at screening
Continuous	Hiring Window Alerts (companion subscription) watches postings weekly	Windows are not announced on your schedule — the August 2026 Southwest window closed August 31 while unprepared pilots were still auditing logbooks

Vault completion check: every field above filled or consciously marked N/A · 10-year history gap-free · per-system checklists staged · ticklers set. Your applications are now a copy-paste exercise measured in minutes. File 04 next — the answers that have to match everywhere.

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; store this vault securely and never transmit it unencrypted.