

A PARALLEL27 COMPANY

MAJOR READY • PREP PACK V2 • FILE 04

DISCLOSURE & RECORDS WORKBOOK

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.

Read this first — the red-flag routing page

This workbook teaches you **how the disclosure systems work**: what records exist, what airlines see, where each airline asks which question, and how to make your answers complete, accurate, and identical everywhere. That is education, and it is safe to do yourself.

The following are NOT do-it-yourself topics. If any of them is in your history, stop at this page and take it to a human professional before you answer it on any application:

- **Termination or resignation-in-lieu from any flying job**
- **FAA enforcement action, certificate action, or a Letter of Investigation**
- **A 709 reexamination ride**
- **DUI / DWI or any alcohol- or drug-related arrest** (note: Delta's Propel Company Path bars DUI/DWI within 10 years; Endeavor CAP eligibility also turns on a 10-year DUI window — program rules differ, and yours needs individual reading)
- **An accident or reportable incident**
- **Any criminal history beyond minor traffic matters**

Why: how these are framed, in what order they're disclosed, and to whom first, carries legal and career consequences that depend on your specific facts. Pilots pay **Raven Careers** for exactly this (their Disclosure Review service — pricing is consultation-gated, not published) or **Aero Crew Solutions** for career consulting with former recruiters (\$399 application review / \$599 interview prep, observed October 2026), or retain an **aviation attorney**. That money is cheap next to a mishandled disclosure. This workbook's promise is narrower and honest: if your history is ordinary — a busted checkride, a stage check, a speeding ticket — it will make you complete and consistent. If it isn't ordinary, it will get you to the right human early, which is the most valuable thing it can do for you.

Facts verified October 15, 2026. This file is preparation education. It is not legal advice, and nothing in it advises minimizing, omitting, or re-characterizing anything. The rule throughout: **disclose accurately and completely — the mismatch is the killer, almost never the event.**

1. The records ecosystem — what exists and what airlines see

Pilot Records Database (PRD) — the FAA's current system (replaced PRIA as the primary mechanism). Airlines access your PRD record **with your consent** as part of hiring — Southwest's

post-offer process, for example, includes granting PRD access as a formal step in Workday Candidate Home (official guide, Sep 2025). Your PRD record draws from FAA and employer-reported sources: certificates, checkride outcomes, employer training/employment records. **You can — and must — review your own PRD record before an airline does.** If it's wrong, the time to dispute it is now, through the FAA process, not at a review table.

PRIA (Pilot Records Improvement Act) — the predecessor framework; still the word you'll see in cargo hiring (FedEx's official requirements list a "PRIA evaluation") and in older employer paperwork. Records requests under PRIA/PRD reach your past employers — which is why your 10-year employment history (File 03) and your records must tell the same story.

Your FAA airman file — the complete record the FAA holds on you. Order it via **Form AC 8060-68** and allow **at least 8 weeks**. This is also the supporting documentation American's review team points to for justifying lumped/baseline logbook entries (File 01). Order it today if you have never seen it. Most pilots haven't. An airline has.

Driving record — airlines collect it (United's application has a driver's-record section; Southwest's post-offer packet requires a **notarized** National Driver Record Request, FAA Form 8060.13). Pull your own state record now and vault it (File 03), so the application's driving answers come from the document, not from memory.

The asymmetry to internalize: every one of these records is available to the airline. The only version of your history you control is the one you state. The system is built so that stated-vs-record mismatches surface. Your entire strategy is therefore boring and total: **state exactly what the records show, everywhere, identically.**

2. The disclosure inventory

Work every row. For each event: date, what happened in plain factual language (2–3 sentences, no adjectives doing defensive work), what the record shows, and where each airline asks about it. If a row is a §"read this first" topic, the row's only entry is the name of the professional you're taking it to.

Event class	Examples	Where it's asked / seen
Checkride failures (certificated)	Private, instrument, commercial, ATP, type rides	United weighs primary-training and certificated checkride failures at initial screening — this is a scored application field, not small talk. Also visible in PRD/airman file
Stage checks & training events	Unsats, incomplete training events, extra training footprints	American: disclose — its review team's named list includes undisclosed stage checks. Endeavor CAP and Aviate both weigh training records at progression/transition review

Event class	Examples	Where it's asked / seen
Employment events	Termination, resignation-in-lieu, discipline letters	Red-flag — route to a professional (page 1). CAP eligibility expressly turns on disciplinary letters and attendance/reliability
FAA enforcement / 709 / LOI	Any	Red-flag — professional/attorney.
Accidents / incidents	Reportable or not	Red-flag — professional.
Medical	Special Issuance, SODA, denials, deferrals	Application medical sections (United, Southwest expressly include SI/SODA paperwork). Keep the full FAA letter in your vault — the certificate alone is not the paperwork
Driving	DUI (red-flag), suspensions, reckless, at-fault accidents, pattern of speeding	Application driver's-record sections; Southwest's notarized NDR post-offer
Criminal / legal	Arrests, charges, convictions	Application criminal-record sections (United's application has one expressly); TSA fingerprint CHRC at Delta; background checks everywhere
Military (if applicable)	Discharge characterization, UCMJ, flight evaluation boards	CAP bars less-than-honorable discharge; applications ask directly

Aviate participants, one more line in your file: United's program judges compliance on the **5 years before transition**, and its training standard includes **no more than one Certificated Regulatory Check Ride failure** (captain-upgrade failures excluded) at transition review. Your disclosure inventory is not just an application document — it's a progression document. Keep it current for years, not weeks.

3. The consistency drill (run before every submission)

Four versions of your history exist. The drill makes them one:

1. **Your application answers** (per system, File 03)
2. **Your PRD / airman file** (pulled by you, §1)
3. **Your logbook** (File 01 — checkrides tabbed, pass and fail, per Southwest's published presentation standard)
4. **What you would say out loud** if asked in a room (File 09 organizes this material — it does not script it)

Drill: pick each inventory row. Read the record's version. Read the application's version. Say the out-loud version. Any difference in dates, outcomes, or characterization — however small, however innocent — gets reconciled to the **record's** version, everywhere, today. Characterization drift

("incomplete" in the application, "unsatisfactory" in the record) is exactly the mismatch pattern review teams are trained to find. The event is history; the drift looks like intent.

4. Lead-time table (start these clocks today)

Item	Route	Allow
FAA complete airman file	Form AC 8060-68	≥8 weeks
PRD self-review + any dispute	FAA PRD portal; dispute through FAA process	Weeks — disputes are not fast
State driving record	Your state's DMV/online portal	Days
College transcripts (Delta interview)	Your institution's registrar	1-4 weeks typical — File 06 needs them in hand
FCC permit replacement (if missing)	FCC ULS	Days-weeks
Professional consultation (red-flag rows)	Raven / Aero Crew / aviation attorney	Their calendars, not yours — another reason page 1 says early

Exit criteria for File 04: records pulled (or requested, with dates logged), inventory complete, every red-flag row routed to a named human, consistency drill passed on the ordinary rows. You now know exactly what the airlines will see — because you've seen it first.

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