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MAJOR READY • PREP PACK V2 • FILE 06

INTERVIEW-DAY DOCUMENT ASSEMBLY

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 Checklists only. This file assembles paper; it does not prepare performance. Read the boundary note in §4 before the checklists — it is part of the product, not a disclaimer after it.

Facts verified October 15, 2026. Every bring-list below is built **only** from published/official sources: Delta's official Pilot Careers FAQ, Southwest's official First Officer Interview Preparation Guide (September 2025 — the most recent version published at verification), American's Logbook Review Team guidance (reported February 2026), FedEx's official pilot FAQ. Where an airline publishes no bring-list, this file says so instead of inventing one from forum posts. **The airline's own invitation email, when it comes, overrides this file** — Delta's FAQ states interviewees are told by Pilot Selection email exactly what to bring. Follow that email; use this file to have everything already staged so the email holds no surprises.

1. The universal staging stack (every airline, every interview)

From the ready-folder (File 05 §0), the night before: - ☐ ATP certificate (original) · FCC Restricted Radiotelephone Operator Permit (original) · First Class Medical (original — plus the full Special Issuance/SODA authorization letter if any) - ☐ Passport (original) - ☐ **All logbooks, from zero time** — originals, plus the complete printed set for electronic logs, every page signed, tabbed per File 01 §5 - ☐ File 04 records set: your PRD printout and airman file — bring your copies; knowing your record cold matters more than presenting it - ☐ Driver's license - ☐ Printed copy of the application **exactly as submitted** (File 05 §3 — you will be asked about what's on it; the submitted version, not your current memory of it) - ☐ Two pens. Trivial, and the most common day-of scramble in candidate reports across every industry

2. Per-airline assembly lists

Delta (official FAQ — the most completely published document standard of the four) - ☐ Documentation of **all flight hours** (logbooks — full set) - ☐ FAA certificates + medical - ☐ **College transcripts** — Delta lists them expressly, and its FAQ warns missing documents can force a **reschedule**. "My registrar is mailing them" is a reschedule with extra steps: order them at application time (File 04 §4), not at invitation time - ☐ Recommendation letters: collected to you in advance (recommenders cannot submit directly) — bring/submit per the invitation email's instructions - ☐ Yellow Fever International Certificate of Vaccination — required **before indoctrination**; have it obtained or the appointment made, and the paperwork staged

Southwest (official Interview Preparation Guide, Sep 2025; interview at Dallas HQ) - ☐ Originals: unrestricted ATP (AMEL, "English Proficient"), FCC permit, medical — note the published nuance: the medical may have lapsed to second-class privileges for the interview itself but **must be**

renewed to first class before new-hire class. Do not let that nuance become a class-date problem: renew early if you're anywhere near the line - ☐ **Completed Logbook Interview Form** (Southwest's own form, from its guide) - ☐ Logbooks neat and chronological, **tabbed to Southwest's published map**: 250/500/750/1,000-hr fixed-wing turbine milestones · most recent fixed-wing turbine flight · **all checkrides and type ratings, passed AND failed**, initial training to present (sim checkrides tabbed where they would have occurred) · all endorsement pages. A Southwest pilot conducts a complete logbook review as part of the interview — this tabbing is for their hands, and File 01 §5 already built it - ☐ Electronic logbooks: printed **in their entirety**, with **all source documents** — including every logbook verifying primary-training sign-offs - ☐ Military: USAF Automated Flight History Report may substitute per the guide, plus flight evaluation folder (AF Form 942 / Forms 8 / NATOPS jacket or equivalent) - ☐ Know what comes after: decisions are by **Decision Committee** after the interview (official), not same-day — plan your expectations, and your employer's, accordingly

American (Logbook Review Team guidance, reported Feb 2026) - ☐ Logbooks to the File 01 standard — with the 2026 change front of mind: American is implementing a **separate logbook review before the in-person interview** during 2026. Your books may be examined on their own, without you in the room to explain anything. The discrepancy log (File 01 §4) and your annotations are your voice in that room — make sure they're in the books, not in your head - ☐ Electronic printouts **accompanied by** original paper logbooks or official military records — never the printout alone - ☐ Military records in standard format, unaltered; sortie documentation ready (hours raw — File 02 §3B) - ☐ Foreign logbooks: stamps/seals verified present (File 01 §5)

United (bring-list not published in official sources reviewed — staged from the documented process) - ☐ The universal stack (§1). Candidate reports (2026) consistently describe logbooks being **collected and reviewed** at the Denver interview — staged, signed, tabbed books travel with you even though United publishes no tabbing map; Southwest's map (§2) is the best documented standard to borrow - ☐ Your File 04 consistency drill, re-run the night before on the exact application you submitted

FedEx (official FAQ) - ☐ The universal stack. FedEx's published process is pool → invited application → remote computer-based testing → one-day panel + situational-based interview (SBI); it publishes no separate bring-list in its FAQ — assemble to §1 and follow the invitation's instructions when they come

UPS - ☐ No official bring-list could be verified (no official pilot page captured at verification). Recent candidate reports describe a phone screen → Hogan assessment → Zoom final interview — if accurate, your "assembly" is digital: documents scanned, camera-ready copies of certificates/medical/logbooks available to screen-share or send. Treat this paragraph as candidate-reported, because it is

3. The day-before checklist (30 minutes)

- ☐ Invitation email re-read, line by line; every item it names is physically in the bag/folder — **the email outranks this file**
- ☐ Logbook tabs checked against the target airline's map (File 01 §5 / §2 above)
- ☐ Submitted-application copy printed and re-read — every number on it traceable to the File 02 ledger
- ☐ Freeze-date sentence ready: "My application states hours as of [date]; I've flown [X] since" (File 01 §3)
- ☐ Expiry sweep: medical, passport, license — nothing expires between tonight and class

4. What this file deliberately does not include

No question banks. No scripts. No "what they want to hear," no model answers, no panel psychology. Not because those things don't matter — because documents that pretend to deliver them are how pilots end up sounding coached, which interviewers at these carriers are professionally good at detecting, and because live preparation is a human service this pack does not sell (see File 09 for the framework we do provide, and the named human services — Emerald Coast, Cage Marshall, Aero Crew Solutions, Spitfire Elite — for the real thing, at their published prices). Scope discipline is the brand: this pack guarantees your paperwork is the strongest part of your candidacy. What you do in the room is yours — prepare for it like it is.

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.