

SWA INTERVIEW TRIP REPORTS 2026

NOTE: The trip reports below are verbatim, as contributed by the individual pilots. We hope they are useful in preparing for your SWA Interview.

TRIP REPORT #1 (February 2026)

REVIEW PANEL:

Why SWA?

Did you use interview prep?

Tell me about a time you failed as a leader?

Tell me about a time you failed as a leader (flying)

Tell me about a time you gave excellent customer service to a coworker

Guy you are flying with is being cocky/arrogant and not taking positive feedback.
How do you approach?

Any questions for us?

LOGBOOK—ZERO QUESTIONS THANK YOU SO MUCH!!!

I felt it was a little odd that they asked me if I prepped so early on in the interview and he followed it up with are you nervous? To which I replied “absolutely” and laughed and then he said “just relax and be yourself. From that point on felt like I was talking to a friend or a parent and really was just at ease.

SBQ: cracked window captain side FL 400 just outer pane. Front range of Denver. QRH directed to continue that’s exactly what we elected to do involving MX control and dispatch. 30 minutes from Vegas inner pane cracked and we started losing press which led to emergency decent to ten. Had convo at 10 involving transfer of control etc and told FO use differential braking and rudder as necessary as I’m not gonna be able to see out of my side and reminded it’s gonna be a left to right cross landing 26L. Elected to roll the trucks and got ops tow back to gate since FO and I weren’t comfortable with taxiing with no vis.

TRIP REPORT #2 (February 2026)

Took Aloft Hotel shuttle at 10 AM to arrive by 10:30 AM

Most folks were there around 10:15-10:20. Checked in at front desk and mingled until around 11 AM. The group I was with was phenomenal, very friendly and outgoing folks from all different backgrounds (lots of first officers from regionals or LCC's.) Mingle, smile, and don't just hang with the people that you know already. I didn't feel like they were watching us too much, but I am sure they were at some points!

Tour was fantastic. Took a bus over to the training center, which was massive, modern, and decked out in SWA history. The tour guides emphasized how much they set you up for success here. There are way more sim sessions in training than at my current airline which is great.

Post tour was the presentation. Great information especially going over the current contract/where the company has been and where it's going! Most of my questions about what life looks like at SWA were answered here, but still bring some to the interview portion if you can.

Lastly for us was the interview portion. We went to the waiting room and mingled again until our names were called one by one. First for me was SBQ.

SBQ: BOI-LAS cracked windscreen on CA side. Found out by touch that it was outer pane. Transferred controls and radios to FO. Ran QRH. (He had the actual QRH procedure out). BOI wx was low vis and snow (probably right around CAT II mins). SLC was a little better (gusty with snow but better vis). Reno was at max crosswind and LLWS. SLC was the closest option with okay wx, so I opted for SLC. I told him I'd have the FO land even though the weather was slightly below the mins they are qualified for since I couldn't see out of my window. I asked what the FO thought of my plan and he said the checklist said we were good to continue to LAS. Messaging Mx and dispatch they also said the same thing. I could tell he was trying to get me to break my decision of going to SLC. 3 sources were against my decision, but I still stuck with SLC. Messaged dispatch and told ATC (declared emergency and told FA and pax what was going on). I think it was the right choice because at the end he said "you landed safely in SLC and there is mx on the field, nice work". All in all, this portion lasted no more than 10 minutes. Have debrief items for yourself afterwards. I think they are looking for you to make a plan confidently and stick with it using your captain authority!

HR: Straight forward with a Nashville CA and HR rep. Both were extremely nice and

made me feel at ease.

- Tell me about yourself
- What draws you to SWA culture
- How would your peers describe you?
- Strengths and one weakness?
- TMAAT you had a conflict
- Stressful flight or emergency?
- Time you broke a rule
- How did you prepare?

Smile, highlight why you really want to be here and be honest!

Logbook: This was no doubt the most interesting part of the interview which I was not expecting. My logbooks and documents were in order (shoutout Prosoft Binders for helping me get everything in order!) however the gentleman I had did grill me. He asked if I was in the Aviate program at my current airline and I said I was (don't lie!). He then asked if I was just using Southwest to jump to United. I was honest and said I do not plan on doing that (widebody flying has never been my priority) and that I live much closer to one of SWA's bases. I also emphasized how I think culturally SWA is a better fit for myself. He then proceeded to grill me on Southwest specific questions: Stock price? Founder? Daily departures? Fleet size? Three original destinations? (Thank goodness the stock price is displayed on a screen in the waiting room). I was definitely surprised by this (He said I passed which made me breathe a sigh of relief). He then asked if I had applied to Alaska in which I said yes but reemphasized what I said earlier about UA. He then picked at one of the remarks in my logbook about flying 5 legs. (The day was memorable because we went to our duty limit up to the minute). He said, "are you not okay with flying 5 legs?". To which I replied that I didn't have an issue, it was just a memorable day. It felt like a big test of "how bad does this guy want to be here" that I wasn't expecting! Other folks in the interview group did not have a similar experience to me so it may have just been that particular gentleman.

All in all an A+ experience. State of the art training center, genuine people, and a place that truly cares about their employees. Ended right at 4 PM and took the shuttle to Love Field.

TRIP REPORT #3 (May 2026)

1. Tell me about your work history
2. Why southwest?
3. Biggest pet peeve with flight crew
4. Hardest part about coming to Southwest
5. What would be the hardest part about transitioning to Southwest?
6. What are 3 things would those who have flown with you say about you?
7. Tell me about a time you went above and beyond
8. Tell me about a time your had to divert
9. Tell me about a time you broke an SOP

SBQ was a cracked windscreen on my side between BOI and LAS. The FO was new so he had high min restrictions. All diversion options had weather that exceeded his minimums so I elected to continue to LAS which had almost perfect weather.

Thanks again for all your help with getting my logbook printed!

TRIP REPORT #4 (June 2026)

Trip Report Questions:

HR Portion:

1. TMAY-Very conversational "I have your resume right here why dont you tell me a little bit about your experience in the "plane you fly"
2. TMAA: Checkride failure you had
3. TMAAT: you had an issue with fuel
4. TMAAT: you had an emergency
5. TMAAT: you had a disagreement with a coworker
6. Define Integrity: I said it was similar to "Trust"

7. TMAAT: Someone questioned your integrity
8. Why SWAL?
9. What does being a good FO mean to you/define what a good FO would be?
Humble/credible/approachable with more emphasis on being
coachable/teachable/work ethic to stay in the books

Logbook:

Why SWAL? (again)

Just some casual conversation-asked about failed checkrides and mentioned prior to UPT didn't count but when I said I had one the guy wrote it down anyway. The guy clarified that this was his last chance to make sure that everything was correct and he wanted to make sure it was all good by checking and verbalizing some information.

SBQ: Captain PF at FL360 KORD (Chicago) KSKF (San Antonio) have a Fuel imbalance run the checklist, still there, then it becomes a Fuel Leak. I opt to go to Nashville and he says the FO wants to go catch Cubs game back in Chicago weather is at mins and tons of Aircraft are landing there. I change my mind get weather/NOTAMs and Performance for Chicago and then do my 2 in 2 out and land.