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EASA Simulator Logbook Entries: Device and Session Evidence

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Executive Summary

This report examines how a pilot under European Union (EU) Part-FCL, the aircrew licensing rules of Regulation (EU) No 1178/2011, can record flight simulation training device (FSTD) sessions so that each entry can be traced to the actual device and the actual training exercises. EASA's Easy Access Rules for Aircrew, **revision from October 2026** (published 16 October 2026), is the current compilation (www.easa.europa.eu). Its acceptable means of compliance (AMC) to FCL.050 lists, for each FSTD session, the **type and qualification number of the training device**, the FSTD instruction, the date, the total time of session and the accumulated total time (www.easa.europa.eu).

The pilot-logbook instructions go further on one point that booking systems rarely capture. They say the type of aircraft and the qualification number of the device go in column 11, that total time of session "includes all exercises carried out in the device, including pre- and after-flight checks", and that the type of exercise goes in the remarks column (www.easa.europa.eu). A four-hour booking is therefore a scheduling fact, not a session total. One vendor guide states the same distinction in plain words: the booked slot "isn't your session time" (www.getlogger.com).

Three quantities must stay separate: **actual aircraft flight time**, **recorded FSTD sessions** and **verified licence credit**. A hypothetical pair of supported sessions of 2:15 and 1:45 adds to 4:00 of FSTD time and **0:00** to the aircraft flight total. Whether any of it counts toward a requirement is decided by that requirement. For example, the ATPL(A) experience rule allows up to 100 hours of the 1 500 in an FFS and FNPT, with at most 25 hours in an FNPT (eur-lex.europa.eu).

Publication is not applicability. Regulation (EU) 2026/781 introduces the FSTD capability signature (FCS) and applies from **30 April 2028** (eur-lex.europa.eu) (www.easa.europa.eu). EASA also scheduled a familiarisation session for **15 December 2026** (www.easa.europa.eu). The October compilation already prints the new

FCL.036 text, flagged by EASA as applicable from 30 April 2028 (www.easa.europa.eu). The sources cited here show no change to the logbook columns caused solely by the FCS, and a session flown today on a device without an FCS must not be relabelled retrospectively.

The practical output is a session-to-evidence register with recommended audit fields (a source training-record identifier, a review flag), separate subtotals, and a list of questions for the training provider and the receiving authority. An unresolved identifier is an open question, not zero valid time and not automatic rejection. This is personal record-keeping explained from regulators' texts, not operational guidance and not a statement about what any authority will accept.

Introduction and Background

The question behind most searches for an EASA simulator logbook entry is narrow: which column receives the four hours. The more useful question is what evidence survives when the booking, the instructor's record and the exported FSTD row describe different durations or different devices. A professional pilot preparing a recurrent check record, a type-rating file or a licence application can be asked about any of them, and each answers a different question.

Scope. This report covers EU Part-FCL as published by the European Union Aviation Safety Agency (EASA). It does not apply FAA or UK rules to EU records. Where an electronic-logbook vendor documents US-oriented behaviour, that is noted as vendor documentation and not as EU regulation. FCL.050 itself is short: the pilot "shall keep a reliable record of the details of all flights flown" in a form and manner established by the competent authority (the wording is reproduced in Ireland's advisory memorandum PLAM.024) (www.iaa.ie). The detail sits in the AMC, and national authorities such as the IAA refer pilots back to that AMC for the logbook format (www.iaa.ie).

Three things that are easy to conflate.

- **Actual aircraft flight time**: time from the moment an aeroplane first moves to take off until it finally comes to rest at the end of the flight, per the AMC, as reproduced by the IAA.
- **Recorded FSTD sessions**: entries in the FSTD block, with their own session total and accumulated total (www.iaa.ie).
- **Verified licence credit**: a conclusion that a specific session counts toward a specific requirement. General crediting text says that, unless the Part says otherwise, credited flight time must have been flown in the same aircraft category. FSTD credit therefore exists only where a rule says so.

Why the topic is current. On 16 October 2026 EASA published a compilation that includes Commission Implementing Regulation (EU) 2026/781 of 8 April 2026 on FSTD requirements and their use for pilot training, testing and checking (www.easa.europa.eu). EASA's FSTD page describes the new framework as a move from "fixed device types and levels" to a capability-based approach. A pilot reading that headline could reasonably ask whether the logbook must change now. The section on publication versus applicability answers that with dates.

Publisher perspective. LANDING.AERO's Pilot Logbook is an invitation-only electronic pilot logbook made by a line pilot, and it is a direct vendor in the electronic-logbook category. It is discussed in proportion in the section on verification, beside a manual register and beside established logbooks described from their own pages. It is not presented as the right tool for every reader.

Reading the Rule Text: What EASA's AMC Actually Requires

The record fields in AMC1 FCL.050

The AMC lists what a record of flights "should contain at least". Paragraph (a)(3) covers "each FSTD session, if applicable" and names five items: the type and qualification number of the training device, FSTD instruction, date, total time of session and accumulated total time, and the IAA reproduces the same list. On the same compilation page the AMC is labelled ED Decision 2025/002/R. The pilot-logbook instructions section carries the label ED Decision 2025/022/R.

Two features of this list matter for evidence. First, "qualification number" identifies a particular device, not a generic simulator class. Second, the list is a minimum content statement, not a column layout. The same AMC allows a pilot's logbook for non-commercial flights to be kept electronically provided all the data set out in paragraph (a) is included, and allows operators to maintain electronic records of commercial air transport flights.

Column 11 and the remarks column

The instructions for the logbook layout say, for column 11 (FSTD): for any FSTD enter the type of aircraft and qualification number of the device. For other flight training devices the entry is FNPT I or FNPT II as appropriate. The total time of session "includes all exercises carried out in the device, including pre- and after-flight checks". The type of exercise, for example an operator proficiency check or revalidation, goes in remarks, column 12.

The remarks column also carries mandatory entries that matter in a simulator context: details of all skill tests and proficiency checks, and for single-pilot aircraft tests completed in multi-pilot operation, the examiner's name and signature and, for an operator proficiency check, the operator's name. Each page total should be certified by the pilot in remarks.

Taxonomy of device labels

The consolidated Regulation (EU) No 1178/2011 defines a Full Flight Simulator (FFS) as a full-size replica of a specific type or make, model and series aircraft flight deck, and a Flight and Navigation Procedures Trainer (FNPT) as a training device representing the flight deck or cockpit environment. These are device categories. A logbook entry that says only "A320 sim" names an aircraft but neither the category nor the qualification number that the AMC asks for.

What the column wording does not say

The AMC wording quoted above does not contain a rule limiting session time to the interval in which the pilot was pilot flying (PF). It also does not define a booking duration. Specific rules can nevertheless depend on PF activity. FCL.060 recency, for instance, counts three take-offs, approaches and landings "as a pilot flying" in an aircraft of the same type or class "or an FFS representing that type or class" (www.easa.europa.eu). The logbook column records the session; a recency claim needs PF evidence on top of it. A requirement-specific check should read that requirement, not infer from the column.

Booking, Device Identity and Training Record: Three Kinds of Evidence

What each document can and cannot show

A booking shows that a device was reserved for an interval. An FSTD qualification record shows what the device was qualified to be. A signed training record shows what exercises were done. None of them substitutes for another, and the AMC asks the logbook to carry a bridge between them: the qualification number, the date and the session time.

- **Booking or slot record**: supports the date and the reserved interval. It does not show that the interval was used for in-device exercises. One logger's guide puts it directly: "Your booked slot isn't your session time. Log what you actually did in the device."
- **Device qualification evidence**: EASA publishes a list of FSTD qualification certificates, which at the time of its capture displayed 1 240 results (lisstdis.easa.europa.eu). The list states that an EASA FSTD qualification certificate has an unlimited duration (lisstdis.easa.europa.eu).
- **Signed training or check record**: AMC1 FCL.050 allows instruction time to be logged "if certified by the appropriately rated or authorised instructor from whom it was received" and the IAA memorandum repeats that wording (www.iaa.ie). The Irish Aviation Authority (IAA) FAQ puts it more bluntly: all training received shall be certified by the instructor from whom it was received (www.iaa.ie).

Device status today does not prove status on the session date

Because a certificate has unlimited duration while it remains valid (lisstdis.easa.europa.eu), a list entry showing a device as active today does not by itself show what its qualification, level or represented aircraft was on a session date months or years ago. This is an inference from the way the certificate is described, not a rule sentence. The practical consequence: keep the qualification number written on the day, and, if a requirement-specific claim depends on level, ask the training provider for the certificate or record that applied on the session date. The organisation that holds the certificate is required to keep documents describing and proving the initial qualification basis and level of the FSTD for the device's lifetime, in the August 2023 publication of the rules; this article did not confirm whether later compilations change that section.

Training organisations keep their own records

An approved training organisation (ATO) must keep records of ground, flight and simulated flight training given to individual students, for the course and three years after it ends (as stated in the August 2023 Easy Access Rules publication; this article did not confirm whether later compilations change the wording). The examiner is to receive the training records before a skill test. This matters because the pilot's logbook is not the only record. When a logbook row and the organisation's record differ, both exist, and the difference can be resolved against the organisation's file. The IAA FAQ adds that an employer or training organisation letter may supplement a submission but is not the primary evidence of experience (www.iaa.ie).

The Session-to-Evidence Register

Table 1 below proposes a register with one line per simulator session. The columns marked "recommended audit field" are not statutory columns. They are additions that make each logbook row traceable to something outside the logbook. The "export field" column shows where each item would appear when a logbook is exported or printed.

Register field	Basis	What to record	Export field	Missing-evidence flag
Device category	AMC column 11: FNPT I or FNPT II, or the FSTD type	FFS, FTD, FNPT I, FNPT II or other label as on the certificate	Column 11 type	Category not on any document held
Represented aircraft	Column 11: "type of aircraft"	Make, model, variant as represented	Column 11 type	Only a marketing name available
Qualification number	AMC1 FCL.050(a)(3)(i)	The number as shown on the device or certificate	Column 11 type	Number absent or unreadable
Date	AMC1 FCL.050(a)(3)(iii)	Date of the session	Column 11 date	Booking date differs from session date
Exercise	Column 12 remarks	LPC, OPC, revalidation, type-rating exercise name	Remarks	Exercise not stated
Source training-record ID	Recommended audit field	Identifier of the instructor sheet, check form or organisation record	Remarks or attachment	No signed record held
Session duration	Column 11 total time of session	In-device exercises including pre- and after-flight checks	Column 11 total	Booking and record disagree
Accumulated session total	AMC1 FCL.050(a)(3)(v)	Running FSTD total, kept apart from flight totals	Column 11 accumulated	Total not reconciled to rows
Credit status	Recommended audit field	Unassessed, claimed (with rule named), or confirmed by authority	Not exported	Rule not named

Table 1 is deliberately a record of evidence status, not an eligibility calculator. The final column exists so that a gap is visible as a gap. A blank qualification number does not make the session time invalid on its face; it makes the entry incomplete against the AMC's list, and the next step is to look for the missing document.

Keeping the three totals apart

Electronic logbooks differ in how they separate simulator time, and the differences affect exports. The Pilot Log's guide, updated 4 October 2026, says to keep the flight columns empty on a simulator line (thepilotlog.com), and its application locks them when the FSTD section is completed (thepilotlog.com). Logger states that FSTD time has its own accumulated total and never goes into total time of flight (www.getlogger.com). MyFlightbook, whose FAQ is written around FAA concepts, says that time logged in the Ground Sim field is separate and that a flight should have its Total Time left blank if it should not count (myflightbook.com). ForeFlight instructs users not to fill in flight-related fields on simulator entries (support.foreflight.com), and LogTen recommends a SIM-type flight record, noting it has not defined Total Time one particular way (support.logten.com). These pages are software documentation, not EU regulatory authority, and several are written for FAA users.

Reconciling Slot, Exercise and PF/PM Descriptions

Inputs shown separately

Table 2 shows how a hypothetical four-hour booking could be recorded with its inputs side by side. It does not subtract unsupported durations from supported ones. Each input keeps its own source, and the reconciliation status stays open until a document explains the difference.

Case (Hypothetical Example)	Booked interval	Supported in-device exercises	Unknown or unsupported time	Reconciliation status
A: records agree	4:00 booking	Session 1: 2:15 (instructor sheet). Session 2: 1:45 (instructor sheet)	None identified	Closed. FSTD time 4:00; aircraft flight total adds 0:00
B: record shorter than booking	4:00 booking	One signed record covering 3:30 of exercises	Briefing, break or observer time not documented	Open. Carry the 3:30 as supported; ask the provider what the remaining interval was
C: device ID missing	4:00 booking	4:00 signed record, no qualification number	Device identity unknown	Open. Entry incomplete against AMC list; ask for certificate reference
D: PF/PM split described	4:00 booking, pilot PF about half	Record shows exercises for the whole session	PF-only interval not separately recorded	Session total follows the exercises in the device; PF detail kept in remarks if a requirement needs it

Table 2 uses synthetic numbers. In case A, two independently supported sessions of 2:15 and 1:45 sum to 4:00 of FSTD time and add 0:00 to the actual-aircraft flight total. That arithmetic makes no claim that all 4:00 qualifies toward any particular licence requirement. In case B, the supported figure is the one the record supports; the booking is shown but not netted against it. The AMC's own wording points the same direction: the session total includes all exercises carried out in the device, including pre- and after-flight checks, and Logger's guide likewise says session time covers every exercise in the device, including pre- and after-flight checks (www.getlogger.com).

Briefing, observer and PM time

Neither the AMC column text nor the vendor pages cited in this article define briefing or observer time as session time. The AMC refers to exercises "carried out in the device". When a document does not say whether a period was in-device, the period is unknown, and the register should say so rather than assume. A pilot monitoring (PM) interval in a crew exercise may or may not be part of a recorded exercise; whether any given interval is supported depends on the record. Where a requirement turns on PF activity, as FCL.060 recency does, the PF evidence should be in the remarks or in an attached record.

Landings and remarks

Logger notes that FSTD entries have no landings field and recommends noting FFS landings in remarks as evidence (www.getlogger.com). That is a vendor recommendation for evidence-keeping, consistent with the AMC's use of remarks for exercise type. Every skill test and proficiency check must be recorded in remarks with the type of exercise, according to the same vendor's reading of the AMC.

Preserving Remarks, Instructor and Examiner Evidence, and Unresolved IDs

Signatures and certification

For electronic records, the AMC asks that they be readily available to a competent authority, contain all items in paragraph (a), be certified by the pilot and be in a format acceptable to the competent authority. Pilots must present the flight time record for inspection upon request by an authorised representative of the authority. The IAA's advisory memorandum PLAM.024 goes further for Irish applicants: electronic logbooks are acceptable provided that flights requiring endorsement have been signed by the relevant licence or certificate holder (www.iaa.ie). The same memorandum repeats the AMC's FSTD list, including the qualification number (www.iaa.ie).

Entries should be made as soon as practicable after the flight. For electronic records, that implies a way of keeping instructor and examiner endorsements with the entry (an inference, not an AMC sentence). The Pilot Log suggests using remarks for what matters later, such as a check type or the training organisation (thepilotlog.com).

What authorities in other EU states say

Authority guidance varies by Member State, which is the reason FCL.050 leaves the form to the competent authority. The IAA FAQ says the IAA will not accept logbooks that are not compliant with FCL.050 and the related guidance (www.iaa.ie), and that an electronic logbook does not replace earlier logbooks because all logbooks must be sent when applying for or upgrading a licence (www.iaa.ie). A German notice to airmen, NfL 2212-21 of 15 April 2021, lists the device type and certification number for FSTD entries in German wording (www.strassenbau.niedersachsen.de) and sets a minimum retention of five years after the last entry (www.strassenbau.niedersachsen.de). These are examples of national format requirements, not a harmonised EU rule, and the receiving authority's current format should be confirmed before an export is submitted.

Unresolved identifiers

An unresolved identifier should be carried as an open item. The recommended handling:

- **Keep the row.** Do not delete or zero a session because the qualification number is missing.
- **Flag the gap** in the register's missing-evidence column, naming the missing document.
- **Ask the source.** The training provider holds the device's certificate reference and the training record; the pilot does not need to guess.
- **Do not backfill from today's list.** The current certificate list shows current status, not necessarily the device's status on the session date.
- **Ask the authority** where the records cannot establish credit. Approval or credit questions belong to the competent authority or the examiner, not to a logbook layout.

FSTD Rules in 2026: Publication Versus Applicability

What was published and when

The October 2026 compilation lists Regulation (EU) 2026/781 of 8 April 2026 among its regulatory sources, and ED Decision 2026/006/R of 15 July 2026 amending AMC and GM. The regulation enters into force on the twentieth day after publication (eur-lex.europa.eu) but applies from 30 April 2028. EASA's FSTD page repeats the 30 April 2028 applicability for the regulation and for CS-FSTD Issue 1, the new certification specifications.

Because the compilation is published ahead of applicability, it contains text that is not yet in force as practice. FCL.036, which lets applicants meet requirements that refer to FSTD types and levels by using FSTDs whose certificates include FCSs or assigned FCSs, is flagged in the compilation as applicable from 30 April 2028. The compilation page itself invites readers to check whether any rule was adopted after 16 October 2026.

What an FCS is, and what existing devices do

The regulation defines the FCS as information endorsed on an FSTD qualification certificate, indicating the features and their fidelity levels (eur-lex.europa.eu). A "legacy FSTD" is one whose certificate does not include an FCS or assigned FCS (eur-lex.europa.eu). Existing devices are not automatically converted: for FSTDs qualified under earlier specifications, the authority completes the FCS section of the certificate upon application by the certificate holder (eur-lex.europa.eu), and otherwise reissues the certificate without completing that section. Member States and EASA have until 30 October 2029 to replace existing certificates in the new format, subject to conditions (eur-lex.europa.eu). The regulation says the rules that refer to FSTD types and levels are applied to FSTDs with an FCS or assigned FCS through FCL.036 (eur-lex.europa.eu).

Dated applicability panel

Table 3 is a dated panel. It separates what applies now from what is published for later, and gives a recheck date.

Item	Source and date	Current applicability (as of 21 November 2026)	Future change	Recheck
Logbook fields for FSTD sessions	AMC1 FCL.050 in the October 2026 compilation	Applies as read: device type and qualification number, instruction, date, session total, accumulated total	No logbook-column change caused solely by the FCS was established	When the compilation is next revised
Regulation (EU) 2026/781	EUR-Lex text, adopted 8 April 2026	In force; general application not yet reached (three unrelated instructor and type-rating points applied from 30 April 2026)	Applies from 30 April 2028	Before any session on an FCS-qualified device
FCL.036 use of FCS devices	October 2026 compilation	Printed, flagged as applicable from 30 April 2028	Applicable 30 April 2028	After 30 April 2028
EASA familiarisation session	EASA FSTD page	Scheduled for 15 December 2026	EASA lists an Implementation Support Manual and domain workshops	After the session
Existing certificates	Regulation (EU) 2026/781, Article 10b	Legacy FSTDs remain FSTDs	Reissue with or without FCS; 30 October 2029 long-stop	When the provider reports a reissued certificate
Optional task-to-tool method	EASA FSTD page	Not yet applicable	Optional for type-rating training and operator recurrent training	When the provider adopts it

Table 3 shows why a 2026 pilot must not relabel older sessions. A session flown on a legacy device is a session on a legacy device. If the certificate is later reissued with an FCS, that fact belongs to the certificate from its issue date, and nothing in the sources cited here says an older session becomes an FCS session retrospectively. The FCS is a description of capability on the certificate, and the logbook still points to the device by its qualification number. Where a provider cites an FCS for a future session, record it in the register's remarks with the certificate reference, because the AMC does not yet have a field for it.

Data Analysis and Evidence

Hour limits that show why a subtotal needs a rule name

Requirement-specific FSTD allowances in Part-FCL are small and specific. These examples are not a list of everything that counts; they show that credit is rule by rule.

- **ATPL(A) experience**: up to 100 of 1 500 flight hours may be in an FFS and FNPT, and at most 25 of those in an FNPT.
- **IR(A) revalidation**: an FNPT II or FFS representing the class or type may be used, provided at least each alternate proficiency check is flown in an aeroplane (eur-lex.europa.eu).

Two patterns follow. First, the same hour can count in one rule and not in another, depending on device category, so the device category in the logbook line is evidence, not decoration. Second, several allowances are caps. A cumulative FSTD subtotal that exceeds a cap does not become invalid; only the creditable part is limited, and the register should keep the full subtotal and the claimed subtotal in different cells.

Synthetic arithmetic for the export

(Hypothetical Example) A pilot has three recorded sessions: 2:15 (FFS), 1:45 (FFS) and 1:30 (FNPT II). The FSTD accumulated total adds to 5:30. The actual-aircraft flight total adds 0:00. If a claimed requirement allowed FFS time only, the claimable amount would be the FFS rows (4:00), and if it capped FNPT time, the cap would apply to the 1:30. These sums show why the export needs the device category on every row: the arithmetic cannot be done without it. No claim is made that any of these figures qualify under a real requirement.

How vendor documentation compares

The vendor pages cited below document simulator handling in different ways, summarised from their own pages:

- **The Pilot Log (updated 4 October 2026)**: three items in the FSTD block (date, type of device such as FFS A320 or FNPT II MCC, total time of session) (thepilotlog.com), and advice to name the device category and the aircraft it represents (thepilotlog.com). Its examples do not show a qualification-number field.
- **Logger**: instructs users to enter the aircraft type and the device's qualification number (www.getlogger.com).
- **MyFlightbook**: treats a training device as another aircraft (myflightbookblog.blogspot.com), with an optional "Simulator/Training Device Identifier" property (myflightbookblog.blogspot.com), and says it does not rely on specific FAA certification levels (myflightbook.com).
- **Pilotbase help (written around LogTen)**: distinguishes a simulator category column from a simulator time field (intercom.help). It is FAA-oriented documentation and does not address EASA FSTD fields.

These are descriptions of documentation, not evaluations. A reader who needs the qualification number on each row should confirm, in the product itself, where it is stored and whether it appears in the EASA-format print.

Verification Checklist, and How a Logbook Tool Fits

Paper or electronic verification checklist

- **Identity**: does each row carry the device category, the represented aircraft and the qualification number?
- **Date**: does the date match the signed record, not only the booking?
- **Duration**: does the session total follow in-device exercises, with briefing, observer and break time shown as unknown if undocumented?
- **Purpose**: is the exercise type in remarks (training, LPC, OPC, revalidation)?

- **Signature**: is there an instructor or examiner endorsement where the AMC and national authority expect one?
- **Totals**: is the FSTD accumulated total kept apart from aircraft flight totals?
- **Rule named**: for each claimed credit, is the rule, the cap and the device category recorded?
- **Open items**: is every unresolved identifier flagged with the document that would close it?

Questions for the training provider

- What are the qualification number, category and represented aircraft of the device, and which certificate applied on the session date?
- Which exercises were flown, and what was the in-device duration of each?
- Is there a signed record that can be referenced by identifier?
- Was any part of the booked interval briefing, observation or a break?
- Will the device's certificate be reissued with an FCS, and from when?

Questions for the authority

- What logbook format and which electronic format does the authority accept for FSTD entries today?
- Does the authority accept the exported row, or does it require the provider's record alongside?
- For a specific requirement, how does the authority treat the session on this device category?

How Pilot Logbook fits

Disclosure: Pilot Logbook is the product described under Publisher perspective above, and this is the only section that discusses it in detail. Pilot Logbook, from LANDING.AERO, is an invitation-only electronic logbook. Per the vendor's own product page, read on 21 November 2026, it advertises print layouts including an EASA layout, PDF and Word output, a full-data export, instructor signatures by link or in person with a checkable certificate number, and a change history on entries. Those are documented outputs. They can sit beside the manual register: the register holds the evidence status, the logbook holds the entry and the print. The page does not describe a dedicated FCS field, a qualification-history lookup, a simulator-credit calculator or acceptance by EASA, and none of those should be assumed. A familiar authority layout does not establish that an authority accepts the content. Readers who want to try it can request an invite. A reader who needs a field the product does not document, such as a qualification-number column in the EASA print, should check that with the vendor before relying on it, and paper or another logbook remains a valid choice.

Implications and Future Directions

For pilots, the near-term implication is modest. The AMC fields are unchanged by the October compilation as far as the sources reviewed show, and the practical change is that more provider paperwork will mention FCS, fidelity levels and assigned FCS as 2028 approaches. A register that already ties each row to a device identity and a signed record will absorb those mentions without restructuring.

For software, the open question is whether vendors add a qualification-number field and an FCS reference. The competitor documentation read here shows a range from a three-item FSTD block to an explicit qualification-number instruction. None of the sources cited here establishes that EASA or any Member State

authority expects a particular software field beyond the AMC's content list.

For authorities, formats remain national. The IAA's PLAM.024 and the German NfL both point back to AMC1 FCL.050 but add their own requirements (www.strassenbau.niedersachsen.de). A pilot submitting to a particular authority should treat that authority's current published format as controlling.

Three items to recheck: EASA's Implementation Support Manual, the transitional certificate reissue process, and the next revision of the Easy Access Rules for Aircrew. This report does not forecast demand or rankings for the topic, because it uses no search-volume or ranking data.

Frequently Asked Questions (FAQs)

How to log simulator time in an EASA pilot logbook

Use the FSTD block, not the flight columns. Record the device type and qualification number, the date, the total time of session and the accumulated total, and put the exercise type in remarks. Keep FSTD time out of total time of flight.

What does an EASA FSTD qualification logbook entry need?

The AMC list names the type and qualification number of the training device, FSTD instruction, date, total time of session and accumulated total time.

Where does the FSTD type and qualification number go?

In column 11 of the AMC logbook layout, as the type of aircraft and the qualification number of the device.

What does EASA FCL.050 require for recording flight time?

That the pilot keeps a reliable record in a form and manner established by the competent authority. The AMC gives the content and layout.

Does the four-hour booking go in the logbook?

No evidence in the AMC makes a booking the session total. The total includes all exercises in the device including pre- and after-flight checks. Record what the signed record supports.

What should an FFS or FNPT entry record?

The category (FFS, FNPT I, FNPT II), the represented aircraft where applicable, the qualification number, the date, the session total and the exercise in remarks.

What evidence supports a simulator session, including an instructor signature?

A signed training or check record: instruction time may be logged if certified by the appropriately rated or authorised instructor. Examiner details belong in remarks for the relevant checks.

Can an electronic logbook be used?

The AMC allows electronic records, certified by the pilot and in a format acceptable to the authority. The receiving authority decides acceptability.

Does the FCS change what is logged in 2026?

The sources cited here show no logbook-column change caused solely by the FCS. The regulation applies from 30 April 2028.

Conclusion

A simulator logbook line is a claim about a device, a date, a duration and a purpose. EASA's October 2026 AMC asks the logbook to carry the device type and qualification number, the instruction, the date and the session totals, and its column instructions put the exercise type in remarks. Those fields are the bridge to evidence outside the logbook: the signed training record, the certificate of the device and the training organisation's own file.

The disciplined approach is to separate three numbers, the aircraft flight total, the recorded FSTD subtotal and any credit claimed under a named rule, and to carry gaps as open items instead of resolving them by assumption. Publication of Regulation (EU) 2026/781 does not change a session already flown, and its general application date is 30 April 2028. Questions the records cannot settle belong with the training provider and, for credit or format acceptance, with the competent authority.

Source links

Links cited in this article, in order of first appearance. Full addresses are provided for readers using extracted text.

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