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EASA Takeoff and Landing Logbook Records: Pilot Flying Counts

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Executive Summary

A four-sector duty does not imply four personal landings. Under the **European Union Aviation Safety Agency (EASA)** regime, the sample logbook instructions in AMC1 FCL.050 (acceptable means of compliance) describe the landings column as "the number of landings as pilot flying by day or night" (www.easa.europa.eu), while the recent-experience rule in **FCL.060(b)(1)** names takeoffs, approaches and landings, performed as pilot flying in an aircraft of the same type or class, within the preceding **90 days** (www.easa.europa.eu). A flight row created from a roster proves that a sector was crewed. It does not prove who flew the takeoff, who flew the approach, or who flew the landing. The Irish authority says it "cannot stamp a logbook to verify hours" (www.iaa.ie).

The practical consequence is that a landing-only page total cannot, by itself, evidence all three events. The October 2026 edition of the EASA Easy Access Rules for Aircrew contains no separate takeoff or approach column in the sample layout reviewed for this report, so a pilot who wants to support a three-event count needs a record beyond the paper page. This report proposes a manual per-event worksheet with separate takeoff, approach and landing performers, an aircraft-versus-device flag, a source reference and an unresolved-question field. The extra columns are recommended audit aids, not additional statutory columns.

A hypothetical four-sector example (flags 1/1/1, 0/0/0, 1/0/0 and 1/1/1 for takeoff, approach and landing) yields **3 takeoffs, 2 approaches and 2 landings**, while all four recorded flight durations stay intact. A fifth historical row with an unknown performer stays **unknown**, not 0 and not 1. Time logged as co-pilot is a role-and-duration record; the Swiss Federal Office of Civil Aviation (FOCA) guidance says that on a multi-pilot aircraft every takeoff, approach and landing may be logged but should be marked PF or PM (ffac.ch), and that only landings flown at the controls as PF are eligible for FCL.060 recency (ffac.ch).

Several areas are outside any simple count and are marked refer-for-review: operational suitability data (OSD) provisions for aeroplane types, cruise-relief co-pilot pathways based on sectors, the 120-day extension in commercial air transport, helicopter provisions, and any autoflight or autoland event, for which this research reached no conclusion. National authorities differ in what they publish: the Irish Aviation Authority accepts

electronic logbooks where required signatures are present (www.iaa.ie), and the Swiss FOCA states electronic logbooks are subject to its approval (ffac.ch). Nothing in this report is a currency clearance, and a personal subtotal is not proof of every operator qualification or recency condition. Disclosure: this report's publisher also makes the Pilot Logbook, one of several tools discussed below.

Introduction and Background

Airline and charter pilots who fly under European Union rules commonly start from a roster. A roster import creates one flight entry for every sector, and the logbook then fills in times, aircraft and crew. That is efficient, but it creates a subtle risk: the number of flight rows on a page starts to look like the number of takeoffs and landings the pilot personally performed. The two are different quantities. A first officer who crews four sectors may have flown some, all or none of the takeoffs and landings, and the person who flew the takeoff on a sector is not necessarily the person who flew the landing.

This report is written for captains and first officers who review their own personal logbooks, and for the audit step where a subtotal is checked against the evidence underneath it. It addresses one decision: **do the event counts in a logbook represent takeoffs and landings actually performed as pilot flying, rather than all sectors crewed or all hours logged?** It stays at the level of personal records and gives no currency clearance, crew-assignment advice or recovery-flight instructions.

Jurisdiction and source types

Every rule below is named with its jurisdiction. The binding rule is **Part-FCL** (flight crew licensing), Annex I to Commission Regulation (EU) No 1178/2011, as consolidated in the EASA Easy Access Rules for Aircrew. The EASA publication page lists the edition read for this report as "Revision from October 2026" (www.easa.europa.eu). The same EASA register page lists Commission Implementing Regulation (EU) 2026/781 as the latest regulation in its list (www.easa.europa.eu); this report did not establish whether that act affects the logbook or recent-experience paragraphs, so readers should check its text before relying on it. This report distinguishes four kinds of statement:

- **Binding rule text:** FCL.050 and FCL.060 in Part-FCL (European Union).
- **Guidance:** AMC1 FCL.050 and its sample logbook, plus national authority material (Switzerland, Ireland, Germany, Spain).
- **Vendor statements:** what a software publisher says about its own product, which this report did not test.
- **Recommended audit steps:** the worksheet and mapping table, which carry no regulatory status.

The United States, the United Kingdom and Canada are outside the worked examples; in particular, the United States rule on three full-stop night landings is not imported here.

What is new here

The basic point is not new: a vendor guide already states that "Only the pilot flying, i.e. actually moving the controls, is allowed to record the landing" (www.capzlog.aero). The gap addressed here is practical: mapping imported sector rows to independently supported performed events, including sectors where the takeoff and

landing pilots differ and historical rows with an unknown performer.

Definitions and Taxonomy: Flight, Sector, Role and Event

Flight and sector are time and movement concepts

A logbook row is a flight record. Part-FCL FCL.050 requires the pilot to "keep a reliable record of the details of all flights flown" (www.easa.europa.eu). The AMC1 FCL.050 instructions describe flight time for aeroplanes as running from the moment the aircraft first moves to take off until it finally comes to rest (www.easa.europa.eu), and the Irish Aviation Authority's logbook memorandum uses the same first-movement basis (www.iaa.ie).

The word **sector** needs care. In European Union air operations rules, Regulation (EU) No 965/2012 ORO.FTL.105 defines a sector as "the segment of an FDP between an aircraft first moving for the purpose of taking" off until it comes to rest after landing (www.easa.europa.eu), where FDP means flight duty period. That is an operator duty concept. The Part-FCL text reviewed also contains a "route sector" definition, but its context is a specific instructor privilege, and the research found no Part-FCL definition of plain "sector", "pilot flying", "takeoff", "approach" or "landing". The practical reading for a personal logbook is that a sector is a unit of movement, and says nothing about who performed any event within it.

Role and duration are not the same as events

The logbook captures at least three different kinds of information, and they should not be collapsed:

- **Duration:** how long the flight lasted, recorded as total time of flight.
- **Role or function:** whether the pilot was PIC (pilot-in-command), co-pilot, instructor or in another function. Capzlog, a vendor, states that "Copi time is entered in multi pilot operations only, when acting as first officer (FO)" (www.capzlog.aero).
- **Performed events:** the discrete takeoff, approach and landing that a specific pilot flew with hands on the controls.

Co-pilot duration is a statement about the seat and the operation; an event count is a statement about who moved the controls at a specific moment. For an enlarged crew, one vendor guide says only time at the controls goes in the personal logbook (www.capzlog.aero). That is a duration convention and does not answer who flew the landing.

The four layers to keep apart

For the worksheet in this report, four layers are kept separate:

- **Flight record:** date, place, times, aircraft, crew as listed on the roster.
- **Role and duration:** capacity and time entries per FCL.050 and its AMC.
- **Event record:** takeoff, approach, landing, each with its own performer and time.
- **Qualifying filter:** the dated, type-class-and-operation-specific selection of events for a purpose such as FCL.060(b)(1).

Only the first two layers are what a roster import naturally supplies. The last two require evidence the roster does not contain.

Mapping EASA Logbook Fields to the Source Flight

What the AMC1 FCL.050 layout records

The sample logbook in AMC1 FCL.050 is guidance for a layout acceptable to the competent authority. Four columns matter for event counting:

- **Date and SP/MP column:** the sample instructions for column 5 say to "indicate whether the operation was SP or MP, and for SP operation whether SE or ME" (www.easa.europa.eu), where SP is single-pilot, MP is multi-pilot, SE single-engine and ME multi-engine.
- **Landings column:** column 8 instructs the pilot to "indicate the number of landings as pilot flying by day or night" (www.easa.europa.eu). The sample layout shows day and night sub-columns for landings.
- **Night and instrument time column:** the instructions say to "enter flight time undertaken at night or under instrument flight rules if applicable" (www.easa.europa.eu). This records duration, not events, so a night-duration total cannot be converted into a night-landing count.
- **Device entries:** the instructions for flight simulation training devices (FSTD) require "the type of aircraft and qualification number of the device" (www.easa.europa.eu), and FSTD session records are kept separate from aircraft flights.

The reviewed layout has no separate takeoff column and no separate approach column. This is a finding on the October 2026 text, not on every national template; check your competent authority's current format.

What FCL.060 names

The recent-experience paragraph FCL.060(b)(1), as printed in the October 2026 edition, refers to "take-offs, approaches and landings as a pilot flying in an aircraft of the same type". Paragraph (b) applies to a pilot operating an aircraft in commercial air transport or for carrying passengers, and (b)(1) covers a pilot who operates as PIC or co-pilot, with the three-event count measured over the preceding 90 days (www.easa.europa.eu), and it says the events are performed in either multi-pilot or single-pilot operations, depending on the privileges held (www.easa.europa.eu). The adopted 2011 text allowed the events in an aircraft or in a full flight simulator (FFS) representing the type or class (eur-lex.europa.eu).

Two points follow directly:

- FCL.060 names three event types. A column that records only landings cannot, alone, show that the matching takeoffs and approaches were also flown by the same pilot.
- The night provision in FCL.060(b)(2) is separate. It refers to "at least 1 take-off, approach and landing" within 90 days (www.easa.europa.eu), with an instrument rating as an alternative route. It is a different provision from (b)(1) and is not evaluated here.

A historical note on the wording

The adopted 2011 text of FCL.060(b)(1) read "at least 3 take-offs, approaches and landings in an aircraft of the same type or class" (legislation.gov.uk), with no pilot flying wording in that paragraph, while the night limb already said "as a pilot flying" (legislation.gov.uk). The 2020 consolidated text on EUR-Lex shows the same structure for the multi-pilot or single-pilot sentence (eur-lex.europa.eu). The October 2026 Easy Access Rules edition carries the pilot flying wording in (b)(1). Regulation (EU) 2025/134, which added gyroplanes, replaced only the introductory sentence of FCL.060(b) in its point amending FCL.060, so it does not appear to be the source of the (b)(1) wording; the act that added "as a pilot flying" to (b)(1) was not identified in this research, so a pilot relying on a specific sentence should check the consolidated text in the Official Journal.

Why one all-purpose PF flag is not enough

The paper layout supports one count: landings as pilot flying. The Swiss FOCA guidance, a national interpretation dated 15 October 2025 and not binding on other states, says that for FCL.060 recency "only the landings at control as PF are eligible" (ffac.ch), yet also says that "every take-off , approach and landing in a MPA (CS25) certified aircraft may be logged" (ffac.ch), reasoning that such an aircraft needs two qualified pilots (ffac.ch). In that case the entry "should be noted as PF or PM" (ffac.ch). A logbook can therefore hold more entries than the pilot-flying subtotal, and a reviewer needs a marker for which is which.

If the takeoff pilot and the landing pilot differ, one flag per sector would have to be 1 and 0 at once. Three performer fields avoid that: **takeoff performer**, **approach performer** and **landing performer**.

Day and night event counts versus night duration

The EASA layout separates landings by day and night in the landings column and records night flight time as a separate duration. These two numbers answer different questions. A sector with 40 minutes of night time may contain a day takeoff and a night landing, or neither. A night-duration total never establishes how many events occurred at night, so the worksheet needs a day or night basis for each event and the source of that classification.

Building the Per-Event Worksheet

Reference columns

The following columns form the reference worksheet. Columns marked as audit aids are recommended by this report for traceability and are not statutory fields in Part-FCL or in AMC1 FCL.050.

- **Flight ID and date:** the key that ties each event back to the original flight row.
- **Aircraft type or class:** the type or class designation recorded for that flight.
- **SP/MP evidence reference:** a pointer to where the operation type is evidenced (the SP/MP column of the logbook).
- **Source roster, operational flight plan (OFP) or log entry (audit aid):** where the flight row originated.
- **Takeoff performer (audit aid):** pilot, other pilot, or unknown.
- **Approach performer (audit aid):** pilot, other pilot, or unknown.

- **Landing performer:** pilot, other pilot, or unknown; the landing count in AMC1 FCL.050 is the only one of the three that has a paper column.
- **Event time and day or night basis (audit aid):** timestamp and how the day or night classification was derived.
- **Aircraft versus device (audit aid):** aircraft, or FFS, with device type and qualification number where applicable.
- **Source confidence (audit aid):** contemporaneous personal note, operator record, import, or reconstruction.
- **Unresolved question (audit aid):** the specific missing piece of evidence.

A roster label such as first officer or captain, and an airport arrival, do not identify who performed a landing. The Irish memorandum also asks for a single entry per pilot function (www.iaa.ie), so the event columns should not be used to enter the same time twice, and the German Nachrichten für Luftfahrer 2212-21 states that double entries of flight time are not permitted (www.strassenbau.niedersachsen.de).

Filtering for the relevant events

An event count for a purpose is a filter applied to a dated event list. The filter keys, taken from the FCL.060(b)(1) wording, are:

- **Date window:** events within the period the rule specifies (90 days in FCL.060(b)(1)). This report does not supply a day-boundary algorithm, because the exact date semantics need confirming with the authority.
- **Type or class:** the same type or class as the operation under review.
- **Operation type:** multi-pilot or single-pilot according to the privileges held.
- **Aircraft or FFS:** FFS events are retained separately with device and source evidence, because they are a different kind of event from an aircraft event (eur-lex.europa.eu).
- **Purpose:** whether the question is FCL.060(b)(1), the night provision in (b)(2), or an operator requirement outside Part-FCL.

The result is a supported count, an unresolved count and an excluded list, each with its evidence, and not a verdict.

Export mapping from imported rows

Electronic logbooks often import from other applications, schedules or spreadsheets. For example, MyFlightbook states that it "can now import data that is exported from other logbooks such as ForeFlight" (myflightbook.com), LogTen says "Simply import your crew schedule and let LogTen handle the rest" (logten.com), and Safelog offers "Import your existing logbook / roster" (dauntless-soft.com). Imports can fill a landings field without carrying evidence of who flew the event. *Table 1* shows a mapping method that makes the imported column explicit.

Source column	Field actually populated	Empty or unknown handling	Personal landing subtotal	Audit note
Landings, day	Whatever the source application stores: a count of touchdowns, or a count flown as pilot flying	Keep empty as unknown; do not convert to 0	Include only rows whose landing performer is supported as the pilot	Record whether the source column means touchdowns or pilot-flying landings; one vendor's design states total landings are touchdowns with attributes as subsets (myflightbookblog.blogspot.com)
Landings, night	Same, with night basis	Unknown stays unknown	Include only supported night events	Night duration must not be used to infer night landings
Takeoffs (if present)	Often a day or night takeoff count	Unknown if source has no performer	Count separately from landings; never copy the landing count	A takeoff count must not silently create a matching landing
Approaches (if present)	Often absent in EASA paper layouts	Add a manual column	Count only supported approach events	The October 2026 sample layout reviewed has no approach column
Device flag	Aircraft or FFS	Unknown stays unknown	Keep device events in a separate subtotal	Record device type and qualification number
Roster crew label	FO or PIC label from the roster	Do not use as evidence	Excluded from the count basis	A label is not evidence of who flew the controls

Table 1 is a method for reading an export, not a description of any product's behavior. One vendor documents that, in its design, subsets of landings cannot exceed the total landing count (myflightbookblog.blogspot.com) and that it chose to "accept some ambiguity about which attributes applied to which landings" (myflightbookblog.blogspot.com). That suits a general-purpose logbook built around a touchdown total, and it shows why the meaning of each imported column should be recorded before it feeds an EASA pilot-flying subtotal.

When performer data is missing

If the performer of a historical event is not recorded, the entry stays unknown. The recommended steps are:

- **Ask for contemporaneous evidence:** personal notes, a personal copy of the flight record, or operator records that the pilot is entitled to request. The Irish Aviation Authority states that it "cannot stamp a logbook to verify hours" (www.iaa.ie) and that verification should be sought from the airline in which the hours were built (www.iaa.ie).
- **Do not allocate alternate legs by assumption:** an assumption that two pilots alternated legs is not evidence for any single sector.
- **Preserve originals and corrections:** add a correction with its date and reason; the original row stays. Ask for personal or operator evidence about the pilot's own events, never for confidential manuals.

Tools and Methods Compared

Table 2 compares how paper and several electronic methods handle the event fields discussed above. Vendor entries are statements from each publisher's own page, retrieved in November 2026, and were not tested. Pilot Logbook is the product of the publisher of this report and appears here as one option among several, in the same register.

Method	What its own materials state about landings, takeoffs and events	Roster or import	Limits stated or evident
EASA sample paper logbook (AMC1 FCL.050)	One landings-as-pilot-flying column, split day and night	Not applicable	No takeoff or approach column in the reviewed layout
Manual per-event worksheet (this report)	Separate takeoff, approach and landing performers per event	Manual entry or transcription	Recommended audit aid only, no regulatory status; effort scales with number of sectors
Pilot Logbook (invitation-only; product page)	The public product page reviewed on 12 November 2026 does not describe recording who flew the takeoff or the landing, so this report makes no claim about that feature	Roster import and OUT and IN time entry, per the public page	The public product page advertises currency checks for 42 authorities but does not explain how they are computed or whether they apply EASA FCL.060 pilot-flying events, and it does not describe a separate approach-event field; this report did not test the currency feature, so the approach column stays on the manual worksheet; check the fields in an invited account
ForeFlight Logbook	States it will "automatically calculate Night Time and Landings from associated Track Logs" (www.foreflight.com) and offers custom fields (www.foreflight.com); standard fields include Day and Night Takeoffs and Full Stop Landings (foreflight.com)	Draft entries from track logs or filed flight plans (www.foreflight.com)	No statement on its page about pilot-flying-only counting; structure is described in terms of takeoffs and full stop landings
NinerLog	States that "Each result names the paragraph it came from" (ninerlog.com) and lists FCL.060 as 3 takeoffs and landings in the same class or type within the preceding 90 days (ninerlog.com)	Not described on the page reviewed	Page says "it is a tool, not an authority" (ninerlog.com); no pilot-flying versus pilot-monitoring statement
Capzlog	States landings are recorded by day and night separately (www.capzlog.aero) and that only the pilot flying records the landing	Not described in the reviewed guide	A guidance article, not a rules text; it cites AMC1 FCL.050 as its source
Safelog	Offers EASA print layouts with day and night takeoff and landing columns (dauntless-soft.com) and a landings-only variant (dauntless-soft.com)	Imports an existing logbook or roster	States EASA-FCL compatibility (dauntless-soft.com); page does not describe how it assigns pilot-flying landings

Method	What its own materials state about landings, takeoffs and events	Roster or import	Limits stated or evident
MyFlightbook	Total landings with attributes as subsets (myflightbookblog.blogspot.com); FAQ says total takeoffs and landings must be logged in addition to subsets (myflightbook.com)	Imports from other logbooks (myflightbook.com)	Currency discussion is framed around the United States regime; night computation needs UTC times (myflightbook.com)

The vocabularies differ: some tools centre the touchdown count, others the pilot-flying landing, and few describe an approach event. A pilot still has to identify which definition a landing field uses, which *Table 1* is designed to capture. Vendor statements are positioning, not authority approval and not an assessment of any rule.

Data Analysis and Evidence

The numbers in the rule text

The quantitative core is small. Each figure comes from the rule text or guidance named alongside it:

- **90 days:** the look-back period in FCL.060(b)(1) and in the night provision (www.easa.europa.eu).
- **3 events:** the count of takeoffs, approaches and landings in FCL.060(b)(1), a figure unchanged since the adopted 2011 text (legislation.gov.uk).
- **1 night event set:** the night provision in FCL.060(b)(2), with an instrument rating alternative; the adopted text already said "as a pilot flying" there (legislation.gov.uk).
- **120 days:** the maximum extension in commercial air transport, available only with supervised line flying and listed here as refer-for-review.
- **3 sectors:** the cruise-relief co-pilot alternative, which counts sectors rather than landings (eur-lex.europa.eu).
- **2 and 1:** in the 2020 EASA guidance for authorities, a "partially recent" pilot flying had at least 2 takeoffs, approaches and landings in 90 days (www.caa.gov.cz) or 1 in the last 30 days (www.caa.gov.cz). The same guidance defined "not recent" by reference to pilot-flying events (www.caa.gov.cz).

The last item is a historical, time-limited exemption tool. The guidance was addressed to national authorities, and it stated that no exemption should be granted directly to individual pilots (www.caa.gov.cz); Spanish authority AESA's answer to the same topic says validity may be extended or requirements relieved only under an exemption issued by the operator's authority (www.seguridadaerea.gob.es). None of this changes the base rule for a personal count, and it is included to show that pilot-flying counts were already the vocabulary of regulators when recency was assessed in 2020 (www.caa.gov.cz).

What the numbers say about record design

Comparing the figures with the logbook layout gives three consequences:

- **Three event types, one paper count.** The rule counts three event types and the paper sample records one.
- **Sectors are not landings.** The cruise-relief provision counts sectors, which confirms that regulators themselves use sectors and landings as different units.
- **Duration is separate from events.** The sample layout carries total time of flight and night time as durations, and the landings column as a count.

Duration conventions are not event conventions

FOCA's augmented-crew guidance gives 2/3 of block time when augmented to three pilots (ffac.ch) and logs only left-hand-seat time as PIC (ffac.ch). Those fractions apply to time. An event was flown by a specific pilot or it was not, so a landing count should never be derived by multiplying sectors by a share.

Electronic records and evidence

National authorities address electronic logbooks differently. The Irish memorandum states that "The use of electronic logbooks is acceptable providing that any flights requiring endorsement" carry the needed signatures (www.iaa.ie). FOCA says logbooks may be kept in electronic format according to its approval (ffac.ch) and notes that commercial air transport details may be recorded electronically by the operator (ffac.ch). In Germany, the notice describes the logbook as a document with the character of a formal record (www.strassenbau.niedersachsen.de) and requires retention for at least five years after the last entry (www.strassenbau.niedersachsen.de). A vendor's statement of compatibility, such as Safelog's, is a product claim and not an authority approval.

Case Studies and Real-World Examples

Four sectors, one unknown row (Hypothetical Example)

This worked example is hypothetical and uses invented flights. All rows are stipulated to be in the same ordinary aeroplane type, in multi-pilot operation, and to lie safely inside a 90-day observation period, so no day 90 or day 91 boundary arises. The flags are takeoff, approach and landing flown by the pilot reviewing the logbook (1 = supported as flown by the pilot, 0 = supported as flown by the other pilot, unknown = evidence missing).

Table 3 lists the rows.

Row	Block time (hh:mm)	Takeoff / Approach / Landing flown by the pilot	Day or night basis	Source confidence	Resulting event counts
A	1:25	1 / 1 / 1	All day	Contemporaneous personal note	1 takeoff, 1 approach, 1 landing (day)
B	2:10	0 / 0 / 0	Day	Contemporaneous personal note	0 / 0 / 0; the 2:10 stays in the record as duration

Row	Block time (hh:mm)	Takeoff / Approach / Landing flown by the pilot	Day or night basis	Source confidence	Resulting event counts
C	0:55	1 / 0 / 0	Day	Contemporaneous personal note	1 takeoff only; approach and landing flown by the other pilot
D	1:40, of which 0:40 night	1 / 1 / 1	Day takeoff, night approach and landing	Operator record	1 takeoff (day), 1 approach and 1 landing (night)
E (historical)	1:15	unknown / unknown / unknown	Not recorded	Import, no performer data	Unknown, not 0 and not 1; remains in an unresolved list
Supported total (A to D)	6:10				**3 takeoffs, 2 approaches, 2 landings** (1 day landing, 1 night landing)

The supported totals are 3 takeoffs (rows A, C and D), 2 approaches (A and D) and 2 landings (A and D). Four flown sectors do not become four personal landings, and the takeoff in row C does not create a matching landing. The recorded durations remain intact, so the total flight time for the four sectors is still 6 hours 10 minutes, which is the time column and not an event count. Row D has 0:40 of night time and a night approach and landing, but its takeoff was by day, which shows why night duration and night events are recorded separately. Row E contributes no supported event and one unresolved question, namely who flew each event. If evidence later appeared, the row could add between none and one to each count, but that is not derived from anything in the record today.

These counts alone do not establish permission to fly or full compliance with FCL.060 or any operator requirement; they show how a subtotal can be built from, and traced back to, events. Whether a three-event count is met also depends on type or class, operation type and the dated window, which this example stipulates away.

Boundaries: What a Subtotal Does Not Establish

An ordinary landing subtotal is not proof of every qualification, proficiency or recency condition. The following areas are marked **refer-for-review** instead of being calculated:

- **OSD-dependent aeroplane type provisions:** FCL.060(b)(4) allows the three events to be performed as defined in the operational suitability data for similar types (www.easa.europa.eu). The type and OSD status must be checked against the authoritative data.
- **Cruise-relief co-pilot pathways:** FCL.060(b)(3) lists, among other options, at least three sectors as cruise relief co-pilot in the relevant type (www.easa.europa.eu). The companion article on cruise-relief logbook time covers seat intervals and credit; those explanations are excluded here.
- **The 120-day extension:** commercial air transport conditions permit a maximum of 120 days where specified conditions are met (www.easa.europa.eu).
- **Helicopter and other categories:** the current FCL.060(b) heading now covers several aircraft categories, and helicopter provisions are not examined here.

- **Operator requirements:** recurrent training and checking under Part-ORO, where the acceptable means of compliance describe a line check on one sector as pilot flying and another as pilot monitoring, are an operator matter and not a personal-logbook count (www.easa.europa.eu).
- **Autoflight or autoland events:** this research reached no conclusion on whether an autoland event belongs in a manual-landing field. The event kind should be preserved in the record, and the applicable rule or an approved interpretation should be sought rather than assumed.
- **Other regimes:** UK CAA, FAA, LAPL (light aircraft pilot licence) and revalidation routes are outside the worked examples.

At the international level, ICAO Annex 6 recency wording, as quoted in 2020 ICAO regional working papers rather than the Annex itself, refers to the pilot having "operated the flight controls" during the specified takeoffs and landings (www.icao.int), so controls-based events are not specific to EASA wording.

Implications and Future Directions

For a pilot or a logbook reviewer, three implications follow from the rule texts and guidance reviewed.

First, **the unit of evidence is the event, not the row**. A roster-created entry is a good container for a flight but does not hold the performer of each event. Adding a performer to each of the three event types is a small data-model change and a small habit: a quick note after landing on who flew what. Prompt entry, while the operational flight plan is still to hand, is the cheapest evidence there is.

Second, **definitions should be written down per application**. Because applications differ, a pilot who migrates a logbook should record what each landing field meant in the source application before the first reconciliation. The MyFlightbook documentation shows one such definition explicitly (myflightbookblog.blogspot.com), and the ForeFlight page shows how a tool can offer draft entries and automatic landing calculation from track logs (www.foreflight.com). Neither statement addresses pilot flying in a multi-pilot crew, so the mapping step stays manual.

Third, **authorities may refine their guidance**. Wording differs between the adopted 2011 text (legislation.gov.uk) and the October 2026 consolidation, and national guidance on logging pilot monitoring entries exists in at least one state (ffac.ch). A pilot who works across states should keep the underlying events, so that any later interpretation can be applied to the same evidence. Tool users can also check that every field and flight exports: ForeFlight says "You can export your entire logbook any time you want" (www.foreflight.com), NinerLog says "Export the lot as CSV, PDF or JSON whenever you want" (ninerlog.com), and the Pilot Logbook publisher describes whole-logbook export, to be verified in an invited account.

Where Pilot Logbook fits: its publisher presents an invitation-only electronic logbook with roster import, OUT and IN time entry and EASA among its printed layouts. The public page does not show recording of who flew the takeoff or the landing, so this report makes no claim about that feature. The only public evidence for the product is its own product page, and this report's publisher makes the product, so this paragraph is a disclosure, not an independent assessment. It is not the right tool for a reader who needs open sign-up, or for a reader who needs a verified EASA FCL.060 recency decision: the public page advertises currency checks

for 42 authorities but does not explain how they are computed or whether they count pilot-flying events against a 90-day window, and this report did not test them. The page also does not describe a separate approach-event field or autoland handling, and the manual worksheet in this report covers those gaps.

Frequently Asked Questions (FAQs)

What are the EASA pilot logbook requirements?

FCL.050 requires a reliable record of all flights flown, in a form set by the competent authority, and AMC1 FCL.050 carries the sample layout (October 2026 edition read). National authorities add notes: the Irish memorandum on electronic logbooks (www.iaa.ie), the Swiss FOCA guidance (ffac.ch) and the German notice on retention (www.strassenbau.niedersachsen.de).

How do I log landings as pilot flying in an EASA logbook?

The sample instructions for the landings column say to indicate the number of landings as pilot flying by day or night. Enter a landing only when the pilot personally flew it, and record day or night separately. In single-pilot operation, a vendor guide notes that the number of takeoffs and landings is equal (www.capzlog.aero); in multi-pilot operation they can differ.

Does a four-sector duty imply four personal landings?

No. The count is the number of events the pilot flew. A sector can contain zero, one, two or three of the pilot's own takeoff, approach and landing events, and the hypothetical example above produces 2 landings from 4 sectors.

What does the EASA 90-day rule count?

FCL.060(b)(1) in the October 2026 edition names takeoffs, approaches and landings as pilot flying within the preceding 90 days. EASA's text uses the term recent experience rather than currency. Whether a particular pilot meets it depends on type or class, operation type and other conditions, so this report gives no clearance.

How do pilot flying and pilot monitoring landings differ in a logbook?

The Swiss FOCA guidance says every takeoff, approach and landing on a multi-pilot aircraft may be logged and should be noted as PF or PM (ffac.ch), while only PF landings are eligible for FCL.060 recency (ffac.ch). That is national guidance; pilots in other states should consult their own authority.

How should I count takeoffs and landings in a pilot logbook?

Use one row per event with its own performer, time, day or night basis and device flag. Then filter by date window, type or class, operation type and purpose, as in the filter list above. Unknown stays unknown, and one entry per pilot function is the Irish expectation (www.iaa.ie).

Is an electronic pilot logbook EASA compliant?

No central EASA approval of logbook applications was found in this research. National approaches differ: acceptance with required signatures in Ireland (www.iaa.ie) (with a certified full print out for authority submissions (www.iaa.ie)) and approval-based acceptance in Switzerland (ffac.ch). Vendors describe their own compatibility, which is a product claim, and NinerLog states that it is a tool, not an authority and that the pilot in command remains responsible for their own currency (ninerlog.com).

Conclusion

A roster-created flight row is a record of a sector. A personal event count is a record of what the pilot did with the controls. The EASA sample logbook records landings as pilot flying, day and night, FCL.060(b)(1) names three event types performed as pilot flying within 90 days, and national guidance shows that PF and PM entries can coexist in a multi-pilot logbook (ffac.ch). The gap between those facts is the reason a landing-only page total cannot, on its own, show takeoffs, approaches and landings independently.

The method proposed here keeps the original flight rows and durations, adds a per-event worksheet with separate performers, treats missing evidence as unknown, and reports supported and unresolved counts without an eligibility verdict. In the hypothetical example, four sectors produced three takeoffs, two approaches and two landings, with one historical row left unresolved. The recommended extra columns are audit aids, not statutory columns, and OSD, cruise-relief, 120-day, helicopter, operator and autoland questions are referred for review. Pilots should check their own authority's current text and their operator's procedures before relying on any subtotal.

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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LANDING.AERO builds custom software for aviation operations teams at airlines, charter operators and flight departments. It is based in Montreal.

What it builds

Operations tools that reduce manual steps in day-to-day flight operations; integration of existing systems and data sources into one operational picture; workflow automation; real-time operational dashboards; bridges between legacy systems and modern applications; and mobile apps for staff in the field. Each application is designed around the operator's own workflows rather than sold as an off-the-shelf platform.

How it works

Work starts with discovery of the operator's workflows, continues with iterative development alongside the operator's team, and includes integration with the tools already in use and ongoing support.

Its own tools

LANDING.AERO also publishes tools for aviation professionals: Pilot Logbook, an invitation-only electronic logbook made by a line pilot that logs flights from the pilot's roster and flight plan, works offline and prints in the logbook layouts of 14 authorities; UTC Alarm, which sets alarms in Zulu time; and NOTAM Notifier, announced for NOTAM change alerts on chosen airports.

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