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Electronic Pilot Logbooks 2026: Devices, Offline, Limits

> LANDING.AERO is a Montreal software studio that builds custom, AI-assisted software for flight operations: operations tools, data integration, workflow automation and dashboards designed around how an airline, charter operator or flight department actually works.

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Executive Summary

This report compares four electronic pilot logbook options by the question that most affects a long-lived personal record: which tasks remain possible on each of a pilot's own devices, without signal, and after a subscription ends. The four are illustrative, not a ranking: **LogTen** (Apple-platform standalone), **MyFlightbook** (free web and mobile), **ForeFlight Logbook** (a logbook inside an electronic flight bag, EFB, subscription) and **Pilot Logbook** (invitation-only, browser-based, published by the site hosting this article). Product and regulatory facts are vendor or regulator statements read between 1 and 16 November 2026. No hands-on test was run and no winner is declared. Most offline answers are therefore undetermined rather than confirmed.

On devices, LogTen lists iPhone, iPad, Apple Watch and Mac, with Mac in the Pro plan (support.logten.com). MyFlightbook documents free mobile apps plus web access (play.google.com). ForeFlight Logbook is built into the ForeFlight app (foreflight.com) with a web logbook. On price, LogTen shows **$79.99** per year for Basic (logten.com) and **$129.99** for Pro (logten.com), or $239.97 and $389.97 over three years at unchanged prices (an illustration, not a contract). ForeFlight's lowest plan with a digital logbook is a whole EFB bundle at **$130** per year (foreflight.com), so it is not a logbook-only price.

On subscription state, ForeFlight's article, updated 1 September 2026, says limited mode retains existing logbook data while restricting new content (support.foreflight.com). LogTen says a lapsed subscriber keeps full access to logbook data (support.logten.com) but cannot add flights. MyFlightbook has no paid tier for its core service. Offline behavior is only partly documented: LogTen says offline changes sync once online (support.logten.com), MyFlightbook describes queuing a completed entry but needs a connection for logbook access, and ForeFlight's pages read document no offline procedure.

Rules differ by jurisdiction and none approves a product. United States 14 CFR 61.51 asks for records in a manner acceptable to the Administrator (www.ecfr.gov); EASA's non-binding AMC says the logbook format may be kept in electronic format (www.easa.europa.eu); Australia's CASA says a logbook can be paper or

electronic (www.casa.gov.au). Pilot Logbook's price and trial terms should be confirmed when an invite is requested. The method: match your devices and required offline tasks to documented behavior, then trial the unknown cells before committing years of records.

Introduction and Background

Professional pilots keep a personal record of flight time for licence renewals, type ratings, interviews and experience reports. That record outlives phones, tablets, laptops and the subscriptions bought to maintain it. A pilot who changes from an iPhone to an Android phone, or from a company iPad to a personal Windows laptop, discovers that "listed for the pilot's device" and "usable on the pilot's device when needed" are different statements. This report therefore asks a narrower question than most app lists: for each product, which tasks are documented as possible on which device, with or without signal, and in which subscription state.

The scope is deliberately small: four product shapes (an Apple-focused standalone application, a free web and mobile service, a logbook bundled in an EFB subscription, and an **invitation-only** browser product). Many other products exist, and absence from this report is not a judgment. It does not cover flight-school shopping, career matching or flight-operations software, it is not operational guidance, and it does not replace an operator's approved procedures or an authority's decision about whether a record is acceptable.

Evidence base and dates

Vendor facts were read from each vendor's own pages between 1 and **16 November 2026**, with the page's own date given where stated. Several offline and plan-specific behaviors are not documented at all, and the matrix records those cells as **unknown**. Three cautions apply:

- **Vendor statements:** a page that lists a platform is not a measurement.
- **Empty cells:** an empty cell in a vendor comparison grid is not evidence of absence.
- **No hands-on test:** nothing here was tested.

A competitor's comparison page is used only to note that such coverage exists: FLYLOG publishes a LogTen comparison titled "FLYLOG.io vs LogTen: Which Pilot Logbook Fits You?" (www.flylog.io). Its listed update date differed between two openings (13 October and 14 November 2026), and no feature claim in this report is taken from it.

Disclosure

This article is published by LANDING.AERO, a Montreal software studio that also publishes Pilot Logbook, one of the four options. It is treated here with the same standard as the others: documented claims, dated, with unverified cells left open, and no ratings, user counts or testimonials. Pilot Logbook is **invitation-only**, so the correct next step for an interested reader is to **request an invite**, not to expect open sign-up.

What "offline" can mean

Four distinct tasks are often blurred into the single word "offline", and this report separates them:

- **Launch:** the product opens with no signal.

- **Read:** an old flight and the totals can be viewed.
- **Add:** a new flight can be entered.
- **Modify pending:** an unsynced entry can be edited before it syncs.

A native application typically keeps a local store, and Apple's documentation for Core Data with CloudKit mirroring notes that reads return the data currently in the local store (developer.apple.com). A browser product depends on different machinery. Service workers act as proxies between the web application, the browser and the network (developer.mozilla.org), and require HTTPS (developer.mozilla.org), so offline operation generally follows an earlier online visit that installed the worker and cached the data. The next sections apply this framework product by product.

LogTen

Capabilities

LogTen's homepage lists iPhone, iPad, Apple Watch and Mac (logten.com). Its support documentation states the plan split: the Basic subscription is **iOS only**, while Pro is iOS plus Mac (support.logten.com). The same FAQ says one subscription covers up to five devices per operating system, and Pro covers **five iOS devices and five Macs** (support.logten.com). None of the LogTen pages read mentions a web, Windows or Android application. That is an absence of mention, not an explicit statement that none exists.

The Apple Watch route is task-specific: LogTen's documentation describes the Fly Now watch app for quickly logging Out, Off, On and In times (support.logten.com). Sync runs through a LogTen account: all data is linked to the account and syncing is described as automatic and continuous (support.logten.com), and accounts let one subscription be used on several devices (support.logten.com). For the offline question, the sync article states that once the device is online again, all changes are synced to the account (support.logten.com). The documentation read does not say whether a fresh installation can sign in without a connection, nor how simultaneous edits on two devices are resolved.

Adoption and evidence quality

No verified adoption figure was collected for LogTen, and none is inferred. The free tier covers the **first 50 hours** logged (logten.com), which lowers the cost of a trial but says nothing about how many pilots use the product.

Strengths and limitations (documented)

On reports and imports, LogTen lists more than 100 export report formats (logten.com), names FAR 117 and EASA among regulations covered (logten.com), and its App Store listing says reports were updated for the 2026 FAA 8710-1 form (apps.apple.com). The Import tab is described as bringing schedules and logbook exports from more than 20 airlines, crew systems and apps (apps.apple.com). Select reports can be signed digitally on iOS (support.logten.com), and reports can be saved as PDF, which the documentation calls best for sharing and printing (support.logten.com). The spreadsheet export is a **tab-delimited** text file (support.logten.com), and every action is backed up inside the LogTen account (support.logten.com).

Subscription conditions are the main planning variable. Free use runs through the **first 50 hours** logged. After that, a subscription is required to add new flights and sync to other devices (support.logten.com). Subscriptions are annual and auto-renew by default (support.logten.com), and the App Store listing says an active subscription cannot be cancelled mid-period (apps.apple.com). Prices follow regional App Store pricing, and LogTen points users to the in-app Store tab for their own price (support.logten.com). If a subscription lapses, the FAQ says a user can always **view, edit and print** the logbook (support.logten.com), while adding new flights is restricted. Whether that restriction is acceptable depends on a commitment to keep logging.

- **Documented offline task:** changes sync once the device is online.
- **Documented lapsed state: view, edit and print**; no new flights.
- **Unknown:** offline sign-in on a new install, conflict handling, any web or Android route.

MyFlightbook

Capabilities

MyFlightbook is a free web logbook with iOS and Android applications. Its mobile applications page lists tasks including auto-detection of takeoffs and landings (myflightbook.com) and entry of new flights with autofill of nearest airports (myflightbook.com). The Google Play listing describes access to the flying logbook from a phone, tablet or on the web (play.google.com), and says location can auto-detect takeoffs, landings and night flight and record the track of a flight (play.google.com). The App Store listing says use requires a free account on MyFlightbook.com (apps.apple.com), and warns that continued background GPS use can decrease battery life (apps.apple.com).

The offline picture is partly documented and carefully scoped. The FAQ says a new flight entry can be built up with autodetection of takeoffs and landings, and a completed entry can be queued for submission later (myflightbook.com). The same FAQ states that access to the logbook and its analysis requires a connection to the Internet (myflightbook.com). Read together, the documented offline task is capture of a new flight, not reading old flights, totals or currency. The pages do not say whether the queue survives an app restart, or what happens to a queued entry that conflicts with a later edit on the web.

Adoption and evidence quality

Two third-party references show that MyFlightbook is known in commercial pilot-utility circles. A retailer's aviation-app list describes it as allowing access to a logbook from anywhere (www.pilotmall.com), and a pilot-record service shows its logo under a section of recommended logbook brands (www.aculog.com). Both are commercial references, not benchmarks or compliance assessments.

Strengths and limitations (documented)

The core service is free: the FAQ says donating is entirely voluntary and the service can be used for free (myflightbook.com). The About page says donations help cover modest operating costs (myflightbook.com). Specific donor benefits were not listed on the pages read, so they remain an **unknown**.

For data portability, the FAQ describes a **CSV** download of the logbook (myflightbook.com), and a downloadable PDF logbook (myflightbook.com). On privacy, the policy says the service does not sell personal data (myflightbook.com), and also says limited advertisements are displayed using cookies (myflightbook.com). If an account is deleted, the policy says the user receives an emailed copy of the logbook data (myflightbook.com). The "after subscription ends" question does not apply to the core product, since there is **no subscription**, but a pilot should still ask what happens if the free service changes terms, and keep an independent export.

- **Documented offline task:** build and **queue a new flight**.
- **Documented online-only tasks: logbook access, totals and currency**.
- **Unknown:** queue persistence after restart, editing a pending entry, donor-only features.

ForeFlight Logbook

Capabilities

ForeFlight Logbook is not sold as a separate product in the pages read. The Logbook page says it is built into the ForeFlight app, and that it is available as part of the Starter and Essential plans (foreflight.com). The App Store listing for the EFB lists iPhone, iPad and Apple Watch and says data is automatically synced across devices and held in cloud storage (apps.apple.com). No Android application was mentioned on the pages read. A web logbook exists: the Logbook page says adding, editing and reviewing entries is easy on the web (foreflight.com), and that it syncs details between devices (foreflight.com).

Sync is controlled per device in app settings (support.foreflight.com), which matters for a multi-device user. No page read documents offline entry, queued changes, or conflict handling. That is a documentation gap, not a finding that the feature is absent; the vendor's long Logbook Guide PDF was too large to read here.

Adoption and evidence quality

No adoption figure for ForeFlight Logbook was collected. Its relevance is structural: the logbook is a feature of an EFB subscription, so the subscription decision is made on the EFB's merits.

Strengths and limitations (documented)

The September 2026 expiry policy is the most concrete subscription-state evidence in this report. The support article, last updated **1 September 2026**, describes a **limited mode** that retains access to existing logbook data while restricting the creation of new content (support.foreflight.com). In that mode, existing entries can be viewed, scrolled, filtered, edited and deleted (support.foreflight.com), reports can be viewed, printed and manually exported (support.foreflight.com), and an instructor signature can be added to an existing entry on the device (support.foreflight.com). Creating new or draft entries is restricted (support.foreflight.com), as is importing new logbook data (support.foreflight.com).

On cost, the Starter plan is priced at **$130 per year** billed annually (foreflight.com) and Essential at $260 (foreflight.com). These are EFB bundle prices, and the Logbook page also describes the logbook as an add-on to existing plans, so confirm at checkout what your plan includes. They must not be read as logbook-only prices, because the same subscription covers the flight-planning and charting functions. One annual

subscription covers one individual on a limited number of iPads and iPhones (foreflight.com). For data portability, **CSV** import accepts CSV or TSV files (support.foreflight.com) and re-importing the same entries creates duplicates (support.foreflight.com). A full logbook CSV export is done on the web (support.foreflight.com), but the export excludes signatures, endorsements, photos and track logs (support.foreflight.com), and a **30-day automatic export** can email a copy (support.foreflight.com). Reports can be viewed and printed in the app and on the website (foreflight.com), and a European logbook setting adds an **FCL.050**-style report template (foreflight.com).

- **Documented lapsed state:** existing entries viewable and editable; new entries and imports restricted.
- **Documented web route:** entry, editing and CSV export on ForeFlight Web.
- **Unknown:** offline entry, queued-change sync, conflict handling, any Android route.

Pilot Logbook

Capabilities (vendor statements, not cited as evidence)

Pilot Logbook is the product published by LANDING.AERO, so under this report's source-independence rule its own claims are described here without citation and without being used as evidence for any comparison. Its product page, read on 1 and **16 November 2026**, states that access is by invitation only, that it runs in modern browsers on iPad, iPhone, Android, Mac and Windows, and that flights can be captured without signal and sent later. It describes imported rosters producing flights waiting to be logged, printing in layouts modeled on paper logbooks of several authorities as PDF, and a complete export of the logbook. These are product statements. A print layout is not an authority approval, and the report treats it as a layout only.

Three observations about the page itself matter for dating. The page text changed between the 1 and 16 November readings, including counts of layouts and authorities, so this report quotes no counts. On 16 November one section described an iPhone and iPad app on the App Store while another said apps were coming, so the browser route is treated as the documented one. The page also displayed pricing and trial wording on 16 November that was not part of the 1 November observation. Price, trial terms and what happens to access if a paid period ends should be confirmed when an invite is requested, and are listed as unknown in the tables below.

- **Stated by the vendor:** invitation-only access, browser route, local capture without signal.
- **Not established here:** price, trial terms, access after a paid period ends, conflict handling.
- **Not claimed:** user counts, ratings, authority approvals.

Adoption and evidence quality

No user counts, ratings, reviews or operator names are asserted for Pilot Logbook. This report did not receive an invite to test, so its offline behavior is a vendor claim.

Strengths and limitations (what a browser route implies)

A browser-based product has properties that follow from the web platform, independent of any vendor. Offline operation depends on a service worker having cached the application earlier, and cache-first strategies are more likely to return a stale response (developer.mozilla.org). By default, browser data is **best-effort** and persists only while the origin is below its quota (developer.mozilla.org); when a browser evicts an origin, all of its data is deleted, not part of it (developer.mozilla.org). A **persistent-storage** request can protect data from eviction (developer.mozilla.org), and web.dev describes persistent storage as protecting critical data and reducing the chance of data loss (web.dev).

Safari adds a specific rule. WebKit's 2020 post announced deletion of script-writable storage after **seven days of Safari use** without user interaction on the site (webkit.org), with Home Screen web apps having their own counter of days of use (webkit.org). Whether that rule currently applies as described in the 2020 post was not re-established in 2026 sources, so this report treats it as an item to test, not a conclusion. Queued uploads add another limit: MDN notes that background sync is **not Baseline** because some widely used browsers do not support it (developer.mozilla.org), and that an interrupted sync task does not resume from where it left off (developer.mozilla.org). None of this says Pilot Logbook is affected; these are the questions to ask any browser logbook.

Feature Comparison

Table 1 below is the task-by-device matrix. Rows are product plus subscription state; the "Tested?" column is "No" throughout because no hands-on test was run, and "Unknown" marks cells the opened vendor material did not establish. Evidence dates are the dates the pages were read (1 to 16 November 2026) unless the page states its own date.

Product and plan	Device and route	Task online / offline (documented)	Subscription state	Evidence and date	Tested?	Unknown
LogTen Basic ($79.99/yr)	iPhone, iPad, Apple Watch (native). Mac not in Basic	Sync automatic; changes made offline sync once online. Watch logs Out/Off/On/In (support.logten.com)	Active: add and sync. Lapsed: view, edit, print; no new flights (support.logten.com)	Vendor support pages, read 16 Nov 2026	No	Offline sign-in on a new install; conflict handling; Watch standalone use
LogTen Pro ($129.99/yr)	Adds Mac (native) (support.logten.com)	As Basic; Mac offline behavior not separately documented	Same as Basic; 50 free hours before a subscription is required (support.logten.com)	Vendor pricing and support pages, 1 and 16 Nov 2026 (logten.com)	No	Plan entitlements beyond Mac (comparison grid incomplete); web or Windows access (none mentioned)

Product and plan	Device and route	Task online / offline (documented)	Subscription state	Evidence and date	Tested?	Unknown
MyFlightbook (free; optional donation)	iOS, Android apps and web	Offline: build and queue a new flight. Read, totals, currency need a connection	No subscription for core service	Vendor FAQ and store listings, 16 Nov 2026	No	Queue persistence; modify a pending entry; donor-only features
ForeFlight Logbook (inside Starter or Essential EFB plan)	iPhone, iPad, Apple Watch; web logbook. No Android page found	Offline entry not documented. Web entry and edit documented	Active: full. Expired: existing data viewable and editable; new entries and imports restricted (support.foreflight.com)	Support article updated 1 Sep 2026; product pages read 16 Nov 2026	No	Offline tasks; conflict handling; export in expired state beyond reports
Pilot Logbook (invitation-only)	Modern browsers on iPad, iPhone, Android, Mac, Windows (vendor page)	Vendor says flights can be captured without signal and sent later; unverified	Invitation pending: no access until an invite. Paid-period end: unknown	Vendor page, read 1 and 16 Nov 2026 (not cited as evidence)	No	Price, trial terms, access after a paid period ends, conflict handling, native-app status

The four products are not substitutes cell for cell. LogTen is the only one with a documented Mac plan split and a Watch task. MyFlightbook has **no subscription** state for its core service. ForeFlight has a published expired-state policy that separates reading from creating. Pilot Logbook's access state before use (invitation pending) is itself a gate. Offline entry is the most uneven row: documented for LogTen and MyFlightbook in different scopes, undocumented in the pages read for ForeFlight, and vendor-claimed for Pilot Logbook.

Four account states recur across the products:

- **Active:** all documented tasks are available.
- **Lapsed or expired:** reading and editing remain for LogTen and ForeFlight; new entries do not.
- **No subscription:** MyFlightbook's core service has none.
- **Invitation pending:** Pilot Logbook offers no access before an invite.

Table 2 below turns this into a decision aid keyed to device combinations a professional pilot might already own. It names tasks, not winners, and "trial first" means the claim should be tested before records are moved.

Pilot-owned devices	Required tasks	Products whose vendor pages list a route	Trial before committing
iPhone only	Log after landing; print for an interview	LogTen, MyFlightbook, ForeFlight (iPhone), Pilot Logbook (browser)	Offline add; PDF output
iPhone plus Windows laptop	Edit on a large screen; print	MyFlightbook (web), ForeFlight (web), Pilot Logbook (browser). LogTen lists no Windows route	Web editing with the same account

Pilot-owned devices	Required tasks	Products whose vendor pages list a route	Trial before committing
iPhone plus Mac	Native Mac reports	LogTen Pro (Mac in Pro), MyFlightbook (web), ForeFlight (web), Pilot Logbook (browser)	Mac reports in the plan you would buy
Android phone plus any laptop	Log in flight; export	MyFlightbook (Android app and web), Pilot Logbook (browser; vendor claim, unverified). The LogTen and ForeFlight pages read list no Android route	Offline queue and export
Company iPad only, personal phone later	Keep records independent of employer device	Any product with a web or account-based sync	Export file format and a restore test
Preparing a licence or experience report	Authority-style report	LogTen reports (apps.apple.com), ForeFlight reports, MyFlightbook PDF, Pilot Logbook layouts	Check the receiving authority's rule first

Table 2 shows that the Android and Windows rows are where choices narrow most quickly. A product's native route and its browser route can cover different devices, so the task list, not the platform list, decides usability. A combination that rules a product out today can change when a pilot changes phones, which is why the worksheet below asks about future devices.

Performance and Benchmarks

No public benchmark exists for the matter that this report asks about, and none is invented here. No speed, optical-character-recognition accuracy, uptime or feature score was measured for any product, and none is claimed. The honest substitute is a test protocol a pilot can run in an evening on free or trial tiers, on a copy of the data, never on the only copy.

- **Launch test:** put the device in airplane mode, force-close the application, and open it. Record whether it opens and whether it shows old flights.
- **Read test:** with signal off, open a flight from two years ago and a totals page. MyFlightbook's FAQ says logbook access and analysis need a connection, so this is expected to fail there.
- **Add test:** with signal off, add a flight. LogTen and MyFlightbook describe this task in different words.
- **Pending-edit test:** edit the pending flight before reconnecting, then reconnect and confirm the edit persisted.
- **Sync test:** reconnect and confirm the flight appears on a second device. Browser products depend on background sync support that is not available in all browsers (developer.mozilla.org).
- **Expiry test:** where a trial or free tier allows it, review what is restricted when new-entry rights end, using the vendor's published expired-state list as the reference.

A subscription-state test is less direct, because a pilot cannot easily end a plan on demand. Apple documents that only subscribed and in-grace-period states entitle a user to service (developer.apple.com), and subscribers in a billing grace period remain entitled during that period (developer.apple.com). If the App Store

cannot collect payment, retries can run for up to 60 days (developer.apple.com). How each application treats a lapsed entitlement while offline was not documented in the pages read.

Regulation, Printing and Certification Questions

This section separates binding law, regulator guidance, vendor statements and suggested checks. It explains rules and does not tell any pilot what a particular authority or examiner will accept.

United States

Binding rule. Under **14 CFR 61.51**(a), training time and aeronautical experience must be documented and recorded in a manner acceptable to the Administrator (www.ecfr.gov), and 61.51(b) lists the entries for each flight (www.ecfr.gov). The section requires presentation of the logbook for inspection on reasonable request by the FAA, an NTSB representative or law enforcement (www.ecfr.gov). The text read, current to 10 November 2026, did not use the words electronic or digital. **Guidance.** A 2008 FAA Chief Counsel interpretation says a logbook can be a separate book with rows and columns (www.faa.gov) and also mentions computer-generated log sheets or any other record from which FAA can decipher the information (www.faa.gov); it addressed instructor signatures and is not an electronic-logbook policy. **Advisory Circular 120-78B** (11 December 2024) applies to records when they are in a digital or electronic format (www.faa.gov), says formal FAA approval or acceptance is not required for electronic records under parts including 61 (www.faa.gov), and frames its applicability around certificate holders and persons performing airmen certification (www.faa.gov). None of this approves a product.

European Union

Binding rule. EASA Part-FCL **FCL.050** requires a pilot to keep a reliable record of the details of all flights flown (www.easa.europa.eu), and FCL.045 requires presentation of the record for inspection on request (www.easa.europa.eu). **Guidance.** The related AMC says the logbook format may be kept in electronic format (www.easa.europa.eu), that commercial air transport details may be recorded in an electronic format maintained by the operator (www.easa.europa.eu), and that electronic records should be made and kept so they are readily available (www.easa.europa.eu). AMC is non-binding and the consolidated text read is dated 31 August 2023. Operators' own flight-time records under ORO.FTL.245 are a separate obligation, maintained for **24 months** (www.easa.europa.eu).

Canada, United Kingdom and Australia

In Canada, **CARs 401.08** requires holders and applicants to maintain a personal log, and Transport Canada staff instructions cite it for documenting recency (tc.canada.ca). The section text read does not address electronic format. Standard 421 allows an ATPL applicant to submit a personal log or other reliable record (tc.canada.ca), and air operators keep their own crew flight-time records for **24 months** under CARs 700.20 (laws-lois.justice.gc.ca). The full regulation is at laws-lois.justice.gc.ca.

In the United Kingdom, retained Part-FCL FCL.050 also requires a reliable record of all flights flown (www.legislation.gov.uk), and the **Air Navigation Order 2016, article 228**, requires a personal flying log for flight crew of UK-registered aircraft (www.legislation.gov.uk). UK CAA licensing guidance says an electronic

logbook must be downloaded and submitted with an application (www.caa.co.uk), should be electronically signed to show ownership (www.caa.co.uk), and is acceptable for all application types if printed, signed and dated (www.caa.co.uk) (that sentence sits in the third-country licence section, so confirm which section applies to your application).

In Australia, CASA says a logbook can be paper or electronic (www.casa.gov.au), lists use of an electronic program or app as an option (www.casa.gov.au), says that a pilot who keeps the logbook in electronic form, when directed to produce it for inspection, must produce a printed copy with each page certified as a true copy (www.casa.gov.au), and requires retention for **7 years** from the last entry (www.casa.gov.au).

What this means for the four products

Report and layout features are vendor statements. LogTen advertises over 100 built-in reports with world logbook formats (apps.apple.com), ForeFlight lists FAA 8710 and Part 61/141 reports and an FCL.050-style template (foreflight.com), MyFlightbook describes a PDF logbook, and Pilot Logbook describes print layouts. None of these pages shows an authority approval, and approval is not read from a layout's appearance. A cautious check is to ask the receiving authority, in writing where possible, what it requires for an electronic logbook (printed, signed, certified or downloaded file).

Data Analysis and Evidence

Cost arithmetic

LogTen lists $79.99 per year for Basic (logten.com) and $129.99 per year for Pro; its FAQ says USD prices are regional App Store prices and the in-app Store tab is the best place to check (support.logten.com). Taxes, renewal rules and regional pricing should be confirmed before any budgeting. The two ForeFlight plans the Logbook page names, Starter and Essential, are $130 and $260 per year, and the same page says the logbook is also available as an add-on to existing plans, so confirm at checkout what your plan includes. ***Table 3*** below is a **constant-price** illustration, not a quoted contract: it multiplies displayed annual prices by three and assumes no price change, no promotion and no tax.

Item	Displayed annual price	Three years at unchanged price	Scope of the price
LogTen Basic	$79.99	$239.97	Standalone logbook subscription, iOS only
LogTen Pro	$129.99	$389.97	Standalone logbook subscription, iOS plus Mac
ForeFlight Starter	$130	$390	Whole EFB plan that includes the logbook; not a logbook-only price
ForeFlight Essential	$260	$780	Whole EFB plan; not a logbook-only price
MyFlightbook	$0 core	$0 core	Optional donation; donor features not itemized on pages read
Pilot Logbook	Unknown	Unknown	To be confirmed when an invite is requested

Table 3 shows why the ForeFlight rows cannot sit in a ranking with the LogTen rows. A pilot who already pays for the EFB gets the logbook as part of a cost already justified, while a pilot who would buy the EFB only for the logbook would be buying flight-planning functions as well. The LogTen figures also hide a threshold: a subscription is required only after **50 hours of total flight time**, which a professional pilot with an existing record would likely pass on import. That is an inference from the rule, not documented import behavior.

Documented versus unknown cells

Counting the five product and plan rows in **Table 1** across the four offline tasks (launch, read, add, modify pending), a documented answer from a vendor's own page exists for the add task for LogTen and MyFlightbook, for the read task for MyFlightbook (negative), and for expired-state reading for ForeFlight and LogTen. The remaining cells are unknown or vendor-claimed. That ratio is the finding: most of the offline behavior a professional pilot cares about is untested and mostly undocumented.

Implications and Future Directions

Selection worksheet

Before committing years of records, a pilot can answer the following. Moving existing records is covered by the separate paper-to-digital acceptance pack, and is not repeated here.

- **Devices now and in three years:** list every phone, tablet and computer you expect to use, including employer-issued devices that you may lose.
- **Required offline tasks:** mark which of launch, read, add and modify-pending you need in a cockpit, crew room or hotel without signal.
- **Subscription tolerance:** decide whether you can accept being unable to add flights after a lapse, as LogTen and ForeFlight describe, or prefer a free core service.
- **Bundle logic:** if you would not buy the EFB, price the logbook as a separate decision.
- **Export proof:** run a full export and read the file; ForeFlight's CSV excludes signatures, endorsements, photos and track logs (support.foreflight.com).
- **Authority path:** find your authority's rule for electronic logbooks and the form of submission.
- **Invitation path:** if an invitation-only product interests you, **request an invite** and ask for price, trial and lapse terms in writing.

Where the evidence is likely to change

Vendors update plans and pages often, and the ForeFlight policy itself carries an update date, so every cell here is dated 16 November 2026 at the latest. If a vendor publishes offline documentation, or an independent test is run, the unknown cells in Table 1 are the first to change. Nothing here forecasts adoption, since no adoption data was collected.

Frequently Asked Questions (FAQs)

What is the best electronic pilot logbook?

No single option is best for every professional pilot, and this report assigns no score. The choice depends on devices, offline tasks and subscription tolerance; build the shortlist from Table 1.

How do the options compare, and which work offline?

Table 1 is the comparison. In the documents read, LogTen says offline changes sync once online, MyFlightbook describes queuing a completed entry but needs a connection for logbook access, ForeFlight documents no offline procedure on the pages read, and Pilot Logbook's vendor page claims local capture that is unverified.

Is a pilot logbook app free or paid?

MyFlightbook's core service is free. LogTen is free for the first 50 hours logged then paid. ForeFlight Logbook comes with an EFB plan. Pilot Logbook's price and trial terms should be confirmed on an invite.

Which is suitable for airline pilots?

Airline pilots often need records independent of an employer device and exports usable for authority reports. Operators keep their own flight-time records, for 24 months in the EU (www.easa.europa.eu) and under CARs 700.20 (laws-lois.justice.gc.ca), and those do not replace a personal log.

Does it work on iPhone, Android and web?

LogTen lists Apple devices (logten.com). MyFlightbook documents iOS, Android and web. ForeFlight lists iPhone, iPad and Watch plus a web logbook. Pilot Logbook's page lists modern browsers on iPad, iPhone, Android, Mac and Windows.

What does a digital logbook cost per year?

The displayed LogTen prices are $79.99 and $129.99 per year, and ForeFlight's EFB plans start at **$130 per year** (bundle, not logbook-only). Confirm taxes, currency and renewal terms in the vendor's own checkout or store.

Are electronic pilot logbooks legal under FAA and EASA rules?

In the United States, **14 CFR 61.51** asks for a manner acceptable to the Administrator, and AC 120-78B, which is non-binding guidance framed around certificate holders and persons performing airmen certification and is not an approval of any logbook product, says formal FAA approval, acceptance or authorization is not required for electronic recordkeeping under part 61. This report did not confirm whether a Change 1 to the AC has been issued since the edition it read (www.faa.gov). In the EU, the AMC says the logbook format may be kept in electronic format. Acceptance for a given purpose remains for the authority to decide.

Can I export or back up a logbook, for example as CSV?

MyFlightbook describes a CSV download, ForeFlight a web CSV export (support.foreflight.com), and LogTen a **tab-delimited** text export (support.logten.com). Check what each export omits, and keep a copy outside the product.

Conclusion

What separates electronic pilot logbooks for professionals is not whether a vendor lists a platform but which tasks remain possible on a device, without signal, and after a subscription ends. On the evidence read between 1 and 16 November 2026, LogTen and ForeFlight both describe a lapsed state in which existing records can be viewed and edited but new flights cannot be added. MyFlightbook has no subscription state for its core service, but documents an offline scope limited to capturing new flights. Pilot Logbook is an invitation-only browser product whose offline and pricing details are vendor statements to be confirmed.

Most offline and plan-specific cells remain untested, and this report does not hide that. A pilot should shortlist two or three options that fit the devices they own and expect to own, run the protocol above on non-critical data, and keep an independent export. Readers interested in the publisher's invitation-only option (see the Disclosure above) can request an invite for Pilot Logbook and ask for current price and lapse terms. Rules differ by country, and the receiving authority's rule, not any layout, decides what is acceptable.

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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THE PUBLISHER

About LANDING.AERO

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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