LANDING.AERO

LANDING.AERO / RESEARCH & PRACTICAL GUIDANCE

# New Zealand Pilot Logbook Requirements: Certify a Report

> 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.

Published by LANDING.AERO · 2026-11-08 · new zealand pilot logbook requirements · electronic pilot logbook new zealand · caa new zealand logbook rules · rule 61.29 · certified pilot logbook · bound book pilot logbook · printed logbook report · pilot logbook app · computer-generated flight record

Original article: https://www.landing.aero/articles/en/new-zealand-pilot-logbook-certified-bound-book



### In this article

1. Executive Summary
2. Introduction and Background
3. What Rule 61.29 Requires and Where a Computer Report Fits
4. Building the Computer Report: Source Flights, Date Range and Fields
5. Worked Example: From Report to Bound Book
6. Before Relying on a Product Approval Claim
7. Data Analysis and Evidence
8. Implications and Future Directions
9. Frequently Asked Questions (FAQs)
10. Conclusion

## Executive Summary

A PDF with the right columns is not enough to meet the New Zealand pilot logbook requirements. Under Civil Aviation Rule (CAR) Part 61, in force since **5 April 2025** (gazette.govt.nz), a computer-generated report counts as a flight record in the bound logbook only if it is **inserted permanently into the logbook** (www.aviation.govt.nz). The pilot must then make a written logbook entry summarising the total flight time of the flights listed in the report, by function (www.aviation.govt.nz). The printout supplies the rows. The pilot supplies the incorporation, the summary and the certification.

The remaining steps come from the same Rule 61.29. Pages are certified at the bottom by the pilot, and before a logbook goes to the Director each column is totalled and the pilot signs below the last entry. Entries are due within **7 days** after the flight, with stated longer periods, including 14 days for an international air transport operation and 48 hours after return to base for an operation away from the logbook's base (www.aviation.govt.nz). The logbook is retained permanently by the pilot licence holder unless the licence is revoked, in which case it must be kept for at least 12 months from the date of revocation. This report treats the timing paragraph as a set of exceptions to be read in the rule, not a single deadline.

Approval is a separate question. Paragraph (h) lets the Director approve software for an electronic logbook rather than a bound book (www.aviation.govt.nz), but the CAA's pilot logbook page says guidance is still in development and that participants must comply with the bound-book paragraph meanwhile (www.aviation.govt.nz). A named New Zealand print layout is therefore a preparation tool, not evidence of approval. None of the vendor pages compared in Table 3 states a Director approval, and one of them places accountability for record accuracy on the pilot (dauntless-soft.com).

The worked example uses a synthetic report (Hypothetical Example). Two co-pilot flights of 95 and 125 minutes total **220 minutes, or 3:40**, two pilot-in-command flights total **255 minutes, or 4:15**, and the report totals **475 minutes, or 7:55**. Decimal rounding can disagree by 0.01 hour (1.58 plus 2.08 gives 3.66, while 220 minutes is 3.67 hours), so the written summary should state one unit. These figures are arithmetic, not licensing credit.

Other authorities differ, so the jurisdiction matters. Australia's CASA requires each page of a printed electronic logbook to be certified as a true copy (www.casa.gov.au), and the UK CAA accepts electronic logbooks that are printed, signed and dated (www.caa.co.uk). PilotAudit's New Zealand article, checked on 31 August 2026, already explains the rules (www.pilotaudit.com); this report adds the report-to-summary worksheet and an evidence register. Open items to confirm with the CAA are the approval status of any exact software version, certification of inserted pages, the summary format and the timing period for insertion.

## Introduction and Background

This report examines one narrow records question for New Zealand pilots: what has to happen between generating a computer report from a digital logbook and treating that report as the personal logbook record that the Civil Aviation Authority of New Zealand (CAA) requires. The jurisdiction is New Zealand throughout. The governing text is Civil Aviation Rule (CAR) Part 61, "Pilot Licences and Ratings". Its initial issue under the Civil Aviation Act 2023 was signed as part of a batch of rules and gazetted with an in-force date of **5 April 2025** (gazette.govt.nz), the same day the Ministry of Transport gave for the Act itself (www.transport.govt.nz). The Act left its commencement to an Order in Council rather than fixing a date in the statute (www.legislation.govt.nz), so the rule date is best read from the gazette notice and the rule document.

The audience is the airline or charter pilot who keeps a personal digital flight history next to an official bound logbook, and the pilot who is assembling evidence for a licence or rating. The scope is records. Flight eligibility, recency and operational limits are outside it, and nothing here replaces an operator's approved procedures or a CAA decision.

Two terms are used precisely. An **approved replacement** is electronic logbook software that the Director of Civil Aviation has approved under Rule 61.29(h) as an alternative to the bound book. A **digital companion** is any other tool, however well it prints, whose output the pilot brings into the bound-book route. The CAA's pilot logbook page says guidance on approving software is still in development and that, until it is finalised, participants must comply with CAR 61.29(c), the bound-book paragraph (www.aviation.govt.nz). That statement does not prove that no individual approval exists, but a reader should not assume one.

Why publish now? In late October 2026 the CAA posted "Your logbook is your proof" in Vector Online, urging pilots to read Rules 61.29, 61.31 and 61.33 (www.aviation.govt.nz). It does not announce a rule change. The paragraph allowing electronic logbooks has been in force since April 2025. The Ministry of Transport described the 2025 redraft of the rule parts as not a rewrite of the rules (www.transport.govt.nz). In New Zealand the paper CAA 1373 book is still described as the standard record many pilots use (www.nzaviator.co.nz).

Existing coverage already explains the rules. PilotAudit's New Zealand article states that it was checked against CAA material on 31 August 2026 (www.pilotaudit.com) and covers approval, printing, certification and deadlines. This report does not repeat it as a general guide. Its contribution is a worked report-to-summary example, a per-function arithmetic check, and an evidence register that keeps unresolved questions visible.

The publisher of this report, LANDING.AERO, makes **Pilot Logbook** (pilots.landing.aero), an invitation-only electronic logbook built by a line pilot. It can produce a printed report with a New Zealand layout, a configurable date range and PDF or Word output, and it appears as one row in Table 3 alongside other tools. Producing a layout is not an approval, and no CAA approval of Pilot Logbook is stated or implied in this report.

# What Rule 61.29 Requires and Where a Computer Report Fits

## Two routes, not one

Rule 61.29(a) requires a student pilot and each pilot licence holder to maintain an accurate and up-to-date logbook (www.aviation.govt.nz). Paragraph (c) sets the default medium: unless the pilot keeps an electronic logbook using approved software, the logbook must be an approved bound book with details in indelible ink (www.aviation.govt.nz). The same bound-book expectation appears in New Zealand organisational procedures, such as the Part 149 exposition of Recreational Aviation New Zealand, which requires a bound book with the details entered in ink (raanz.org.nz). The CAA 1373 is a published paper logbook that retailers describe as having 17 columns plus a front section (www.marinair.co.nz), and as the recognised format across flight training organisations (vertia.co.nz).

Inside the bound-book route, paragraph (c)(2)(ii) lets a flight record be a computer-generated record inserted permanently into the logbook. The second route is paragraph (h), under which the Director may approve software for an electronic logbook. Approval depends on the software and its user instructions giving assurance equivalent to paragraphs (c) to (g) (www.aviation.govt.nz).

The practical difference is simple. Under (c)(2)(ii) the bound book remains the record and the computer output becomes part of it. Under (h) the software itself, once approved, takes the place of the book. A pilot who prints a PDF from unapproved software is on the first route, and every bound-book obligation still attaches to the printed pages. New Zealand organisations use the same pattern elsewhere: the microlight exposition requires a copy of a test form to be affixed in the pilot's logbook (raanz.org.nz), showing that inserted printed material is an accepted idea in a bound book.

## Paragraph map

*Table 1* below sets each paragraph that matters to a computer report beside what the text requires and what that means in practice. The right-hand column is this report's reading, not CAA wording.

| Paragraph | What the rule text says | Reading for a computer report |
|---|---|---|
| 61.29(c)(2)(ii) | A flight record may be a computer-generated record inserted permanently into the logbook (www.aviation.govt.nz). | A loose PDF kept in a folder is not "inserted permanently". Incorporation is a separate action the pilot must complete and be able to show. |
| 61.29(c)(3) | Pages are certified at the bottom by the pilot to the effect that the entries are correct (www.aviation.govt.nz). | A certification statement and signature need a home on or beside each inserted page. The wording is not prescribed in the text read. |
| 61.29(d) | For an inserted report, the pilot must make a written entry summarising the total flight time of the flights listed in the report, by function (www.aviation.govt.nz). | The printed report does not replace the written summary. The summary is an additional entry in the logbook. |
| 61.29(e) | An incorrect entry may be altered only by putting a line through it and adding the correct information (www.aviation.govt.nz). | Corrections preserve the original, so an inserted page should not be overwritten or removed. |

| Paragraph | What the rule text says | Reading for a computer report |
|---|---|---|
| 61.29(f) | Before submitting the logbook to the Director, the pilot totals each column on each page and signs below the last entry (www.aviation.govt.nz). | A submission check, separate from routine entry. |
| 61.29(g) | Entries are due within 7 days after the flight, with stated longer periods (www.aviation.govt.nz). | See the timing checklist below. |
| 61.29(h) | The Director may approve software for an electronic logbook rather than a bound book (www.aviation.govt.nz). | Approval is a Director decision about specific software, not a property of a print layout. |

Table 1 shows why "a PDF with the right columns" is incomplete. Columns address what each flight record must show. The other paragraphs concern incorporation, a written summary, certification, timing and retention. A report can satisfy the first and leave the rest undone.

### What the rule text leaves open

Three points are not answered by the text read for this report, and no CAA guidance was found that settles them. First, the rule does not say what the written summary must look like, so no mandatory wording or CAA template can be assumed. Second, it does not say whether a printed report page counts as a "page" for the certification and column-total steps, although a conservative pilot would treat it that way. Third, it does not state which timing period applies to the act of inserting a report as opposed to the underlying flight. Each is carried into the evidence register below as an item to confirm with the CAA.

## Building the Computer Report: Source Flights, Date Range and Fields

### Fix the scope before printing

A report is only as defensible as its boundaries. Before generating it, record these in the working notes that will travel with the printout:

- **Report identifier:** any unique label the pilot chooses, printed on every page.
- **Date range:** first and last flight date, with no gap and no overlap with the previous inserted report.
- **Flight count:** the number of flights the source system holds for the range, so the printed row count can be reconciled.
- **Source system and export time:** which app or spreadsheet, and when the report was generated.
- **Excluded items:** simulator sessions, checks and similar entries that are logged on different pages or in a different way.

Some tools help with the mechanics. MyFlightbook's developer blog describes per-page subtotals for this page, the previous page and total times (myflightbookblog.blogspot.com), and YAPL's open-source Android app describes a two-page-per-sheet layout with per-page and carried-forward totals and page breaks the user can set so printed pages line up with a paper book (f-droid.org). A pilot should still verify the totals independently, because a tool's totals are only as good as the source rows.

### Required information per flight

The rule lists what each flight record must show: date, aircraft category, type and registration for an aircraft flight, flight and instrument time, purpose and places, day or night, approach details and the pilot's function. Other authorities also name function explicitly; EASA's acceptable means of compliance, for example, refers to details on pilot function including PIC, solo, SPIC and PICUS time (www.easa.europa.eu). A check against the printout is concrete: open the first, a middle and the last printed page and tick each required field, rather than trusting that a named national layout contains them. A printed layout copied from a paper book does not guarantee that every field the rule requires is populated in the source data.

### Functions for airline and charter crews

For multi-crew operations the function column drives the summary. The rule lists pilot-in-command, pilot-in-command under supervision (PIC/US), co-pilot and student, and PIC/US may be logged only to meet the requirements of Rule 135.505 (www.aviation.govt.nz). A source system that follows another authority's vocabulary may carry labels that do not map one-to-one. Ireland's authority, for example, describes PICUS or SPIC time as entered as PIC and countersigned by the aircraft commander or instructor (www.iaa.ie), a different arrangement from New Zealand's function list. Map each source label to a New Zealand function before the report is run, and keep the mapping in the working file.

Classification is separate from credit. A function total in the written summary is a record of what was flown, not a statement of what a licence authority will credit. Credit rules, such as the cap on co-pilot time toward an airline transport pilot licence, are outside this report's scope.

Flight time itself needs a consistent starting point. The ICAO definition begins at the moment the aeroplane first moves for the purpose of taking off (skybrary.aero), and Australia's CASA describes the same idea for its logbooks (www.casa.gov.au). A source system that logs block time and a report column labelled "flight time" can differ, and the printed duration should be checked against the definition the pilot is actually applying.

## Worked Example: From Report to Bound Book

### The eight-step checklist

The sequence below is a working method derived from the rule text, not a CAA procedure. Each step has a check that produces something retainable.

1. **Define the report.** Assign the identifier, date range and expected flight count. *Check:* the count matches the source system.
2. **Generate and inspect.** Produce the report in the layout that carries the required fields. *Check:* three sample pages ticked against the field list.
3. **Reconcile by function.** Total the source minutes for each function, then convert to hours and minutes. *Check:* the printed total equals the minute sum.
4. **Insert permanently.** Fix each page into the bound book so it cannot be removed without trace, and note the page position. *Check:* the "where incorporated" note is complete.

5. **Write the per-function summary.** Make the written logbook entry that covers the flights in the report for each function. *Check:* the entry cites the report identifier.
6. **Total and certify.** Certify at the bottom of each page, and before any submission to the Director total each column and sign below the last entry. *Check:* signature and date present.
7. **Check timing.** Compare the flight dates with the stated periods. *Check:* exceptions read from the rule, not memory.
8. **Retain evidence.** Keep the source export and the report file, and photograph completed pages as a backup. *Check:* copies stored apart from the book.

## Per-function summary (Hypothetical Example)

*Table 2* below shows a synthetic report. The flights are already classified. All figures are invented for arithmetic and are not licensing credit, not evidence that any block time qualifies, and not CAA wording.

| Report ID and range | Function | Flights | Source minutes | Printed total | Summary entry | Incorporated at | Check status | Unresolved |
|---|---|---|---|---|---|---|---|---|
| R-DEMO-01, 1 to 31 October 2026 | Co-pilot | 2 | 95 + 125 = 220 | 3:40 | S1, cites R-DEMO-01 | Pages 41 to 42 | Certified, page totals checked | Whether the printed page needs its own certification line |
| R-DEMO-01, 1 to 31 October 2026 | Pilot-in-command | 2 | 70 + 185 = 255 | 4:15 | S2, cites R-DEMO-01 | Pages 41 to 42 | Certified, page totals checked | None |
| R-DEMO-01 | Report total | 4 | 475 | 7:55 | S1 + S2 | Pages 41 to 42 | Reconciled to source | Timing period for insertion, to confirm with the CAA |

Table 2 reconciles three ways. The co-pilot rows total 220 minutes, which is 3 hours 40 minutes (220 divided by 60 is 3 remainder 40). The pilot-in-command rows total 255 minutes, or 4 hours 15 minutes. The report total is 475 minutes, or 7 hours 55 minutes, and the two function totals sum to it. The last columns are deliberate: they show where a pilot's own record can still carry an open question without hiding it.

Rounding is a hidden trap. In decimal hours, 95 minutes is 1.58 and 125 minutes is 2.08, so adding the rounded figures gives 3.66, while 220 minutes is 3.67 hours. A report that mixes decimal and hours-and-minutes columns can disagree with a summary written from minutes by 0.01 hour per entry. Choose one unit for the written summary and state the unit. Ireland's authority makes a related point about structure: it accepts only a single logbook entry for each pilot function (www.iaa.ie), which is a reminder that one summary line per function keeps the arithmetic traceable.

## Timing checklist

Entry timing is not a single universal deadline. Paragraph (g) states a general limit of 7 days after the flight, a period of 14 days for a flight on an international air transport operation, and 48 hours after return to base where the pilot is engaged in an operation away from the base where the logbook is normally kept (www.aviation.govt.nz). Use this list:

- **Identify the flight type:** domestic, international air transport operation, or away from the logbook's base.
- **Read paragraph (g) itself:** the exceptions carry conditions that this summary does not reproduce.
- **Note the clock start:** the rule counts from completion of the flight, not from report generation.
- **Record the result:** a timing note in the working file for each report.
- **Escalate unclear cases:** whether a monthly report insertion satisfies the period is a question for the CAA, not an assumption. The organisational procedures that repeat the seven-day rule, such as the microlight exposition, do not resolve it (raanz.org.nz).

### Corrections and late entries

When a source record changes after a report was printed and inserted, the rule text addresses the incorrect entry: it may be altered only by a line through it, with the correct information added beside it or on a new line. This preserves what was certified originally. Some software follows a similar idea internally: PilotLogX's release notes say correcting a signed entry preserves the original and its signature in history (apps.apple.com), and LogTen's support article says unlocking a signed record deletes the associated signature (support.logten.com). Neither describes a CAA procedure. The rule text read does not describe a way to repair an entry that is already late, and none is invented here. Where a flight record is late or disputed, the pilot should ask the CAA before constructing a workaround.

## Before Relying on a Product Approval Claim

### Evidence to obtain

Because paragraph (h) turns on the Director's satisfaction about the software and its user instructions, a statement about "NZ layouts" cannot stand in for approval. For the exact software, version and intended use, obtain:

- **A written CAA approval or decision** naming the software and its version.
- **The approval's conditions,** covering the matters the paragraph lists: format, certification, retention, computer-generated records, alteration, submission to the Director, and timing of entries.
- **The vendor's user instructions** that the approval refers to.
- **Date and scope:** whether the approval covers the multi-crew functions the pilot logs.
- **A sample export** that the CAA has reviewed, if the approval relies on one.

Other authorities show what a published approval record can look like. Switzerland's Federal Office of Civil Aviation keeps a list of industry electronic logbooks it has accepted (www.bazl.admin.ch). LogTen's own support article tells users who want its software as their only United States record to follow the FAA approval process (support.logten.com). By comparison, the New Zealand CAA page read for this report names no approved product.

### Reading vendor wording

Vendor pages describe output in different terms. One New Zealand-focused logbook describes a print-ready PDF "in the official NZ CAA format" (www.nzaviator.co.nz), another says its spreadsheet prints in the standard CAA 1373 format (excelpilotlogbook.com), and another states that reporting features vary by jurisdiction and platform and that accuracy and compliance remain with the pilot (dauntless-soft.com). None of these statements, read on its own page, is a Director's approval under paragraph (h), and none claims to be. Describing a layout is not describing an approval, so the two belong in separate columns of the pilot's evidence file.

### Signatures and general electronic-transactions law

Signature handling is where digital and bound-book routes meet. New Zealand's Contract and Commercial Law Act 2017 sets general conditions for electronic signatures, including that the method adequately identifies the signatory and indicates approval of the information (www.legislation.govt.nz), and that nothing in the subpart requires a person to use, provide or accept electronic information (www.legislation.govt.nz). Whether those general provisions govern certification under Rule 61.29, or whether the rule's own wording prevails, is a legal question these sources do not answer, and a pilot should not assume either. The practical lesson is narrower: a typed name in a PDF is a weaker record than a handwritten signature on the inserted page, a point PilotAudit also makes about typed names (www.pilotaudit.com).

### What to confirm directly with the CAA

- **Approval status** of the exact software and version, and where the CAA records approvals.
- **Inserted report pages:** whether each needs its own certification and column totals before it counts as part of the bound book.
- **Summary format:** whether any CAA-preferred wording exists, since none was found.
- **Timing:** which period governs insertion of a periodic report.
- **Submission practice:** what format the receiving CAA office expects when the logbook is submitted with an application, including whether certified copies are needed.

## Data Analysis and Evidence

### How established tools describe their own output

Established electronic logbooks publish what their reports do. *Table 3* below lists, from each vendor's own page, print and signature wording and whether a New Zealand statement or a regulator-approval statement appeared on the page as read between 7 and 8 November 2026. It is a description of page wording, not an evaluation, and vendors may change their pages.

| Product | Print, export and signature wording on its own page | New Zealand statement on the page | Regulator-approval statement on the page |
|---|---|---|---|
| **ForeFlight Logbook** | Reports can be viewed and printed in the app and on its website (foreflight.com), and the whole logbook can be exported from the website (foreflight.com); a support article says its CSV export excludes signatures, endorsements, photos and track logs (support.foreflight.com). | None seen | None seen |
| **LogTen Pro** | Advertises exports in 100+ report formats (logten.com) and logbooks that look like official formats (logten.com); a support article says its spreadsheet export is not a complete backup (support.logten.com). | None seen | Refers users to the FAA approval process for United States use (support.logten.com). |
| **Safelog** | Printouts export to PDF, Word, Excel, CSV and XML (www.dauntless-soft.com). | Help page lists a CAA 1373 printout (www.dauntless-soft.com); product page lists New Zealand currency and limitations (dauntless-soft.com). | None seen |
| **CrewLounge PILOTLOG** | FAQ says a PDF can be signed with a handwritten signature where an authority accepts electronic files (pilotlog.crewlounge.aero); some formats print at the exact size of the paper logbook (support.crewlounge.aero); its App Store listing mentions 100 international logbook formats (apps.apple.com). | None seen | None seen |
| **MyFlightbook** | Developer blog describes a signature place at the bottom of each printed page (myflightbookblog.blogspot.com). | None seen | None seen |
| **Logbook.aero** | App Store listing describes signed pages and lines per page to match a paper logbook (apps.apple.com). | Lists New Zealand among its supported layouts (apps.apple.com). | None seen |
| **NZAviator** | PDF or CSV reports by date range (www.nzaviator.co.nz). | Built around the CAA 1373 structure (www.nzaviator.co.nz). | Uses "official format" wording; no Director approval stated. |
| **Pilot Logbook** (publisher's product; described from its own page, not cited here) | Print layouts mirroring paper logbooks of 14 authorities, including New Zealand, as PDF or Word; configurable date range, columns and page totals; whole-logbook export. Invitation only: request an invite at pilots.landing.aero. | A New Zealand print layout is listed among the 14. | None stated or implied. |

Table 3 shows that every product describes how it prints, exports or signs, several name New Zealand, and none of the pages read states a Director approval under paragraph (h). That matches the premise of this report: a layout, a date range and an export format are preparation tools, and the approval question is answered by the CAA. The signature wording also varies, from handwritten signatures on printed pages to digital signing features, so the pilot should decide how each inserted page will be certified before choosing a tool, not after.

## How other authorities treat printed electronic logbooks

The New Zealand route differs from other jurisdictions, and naming the jurisdiction avoids false transfer.

- **United States (14 CFR 61.51):** time is documented in a manner acceptable to the FAA Administrator (www.law.cornell.edu), and an FAA legal interpretation says a logbook can be a bound book with rows and columns (www.faa.gov) or any record from which the FAA can decipher the training and experience (www.faa.gov).
- **Canada (CAR 401.08):** every flight crew permit, licence or rating holder keeps a personal log (laws-lois.justice.gc.ca), recording the crew position the holder acted in (laws-lois.justice.gc.ca); Transport Canada's application page says an e-logbook or scanned paper logbook can be emailed (tc.canada.ca).
- **European Union (Part-FCL FCL.050):** the pilot keeps a reliable record (eur-lex.europa.eu) in a form and manner established by the competent authority (eur-lex.europa.eu).
- **Ireland (IAA):** electronic logbooks are acceptable if flights needing endorsement are signed by the relevant holder (www.iaa.ie), and copied logbook pages are certified by an official notary (www.iaa.ie).
- **Switzerland (FOCA):** the authority encourages electronic or digital logbooks (www.bazl.admin.ch) and wants a submission as a PDF signed page by page (www.bazl.admin.ch).
- **United Kingdom (UK CAA):** holders of electronic logbooks download and submit them (www.caa.co.uk), or print and hand sign copies (www.caa.co.uk), and only one page needs a signature (www.caa.co.uk); certified copies need an authorised signatory (caa.co.uk).
- **Australia (CASA):** a logbook can be paper or electronic (www.casa.gov.au), and each page of a printed copy is certified as a true copy (www.casa.gov.au), with seven years of retention from the last entry (www.casa.gov.au).
- **Hong Kong (Civil Aviation Department):** applications require certified true copies of pages in the personal flying log book (www.cad.gov.hk).

The contrast is instructive for one reason: in New Zealand the permanent insertion and the written per-function summary are rule-text steps for the bound-book route, whereas the other authorities cited here handle printed electronic logbooks through submission or certification guidance. None of those arrangements transfers to New Zealand.

## Certified copies for overseas use

A separate need is a certified copy of New Zealand logbook pages for another authority. The Australian High Commission in Wellington says it makes certified copies of documents for pilot licence conversion (newzealand.embassy.gov.au) and does not accept pre-prepared photocopies (newzealand.embassy.gov.au).

The UK CAA says photocopies sent by email cannot be certified as true copies (caa.co.uk). These are other-authority procedures, not New Zealand rules, and they show why a pilot should keep the bound book in a state that can be copied at a counter.

### Evidence register and limits

The register keeps each source with its date and limit, so a reader can see what each supports.

- **Part 61 initial issue (CAA PDF):** in force 5 April 2025, per the gazette notice above. Limit: amendments after that date were not located; the CAA presents consolidations as reference only.
- **CAA pilot logbook page:** approval guidance in development; bound-book paragraph applies meanwhile. Limit: the page showed no update date.
- **CAA "Your logbook is your proof":** posted in late October 2026; an exact posting date was not captured. Limit: it is education, not a rule change, and it does not specify a summary format.
- **CAA flight-test material:** a summarised and certified logbook is an eligibility item (www.aviation.govt.nz).
- **Third-party coverage:** PilotAudit's article, checked 31 August 2026, says an electronic system replaces the bound book only when the Director approves the software (www.pilotaudit.com). Limit: secondary commentary, not an official source.
- **Vendor pages:** read 7 to 8 November 2026; wording can change.

## Implications and Future Directions

For line pilots the implication is procedural, not technical. The rule asks for an identifiable chain: source flights, a report, permanent insertion, a written per-function summary, certification, and retention. A good export shortens the first two links. It does not perform the others, and a missing link is visible to an examiner who asks for a certified logbook.

Software approval is the open variable. The CAA says approval guidance is still in development, and the rule states what an approval must establish. Pilots and vendors can therefore expect either a published approval process or individual determinations, but the sources read do not say which, or when. Other regulators illustrate both models: Switzerland publishes a list of accepted logbooks (www.bazl.admin.ch), while the United Kingdom's guidance addresses what is submitted and how it is signed (www.caa.co.uk). Until a specific approval is evidenced, the conservative record is the bound book with certified, summarised, permanently inserted reports.

Three practical directions follow. **Standardise the working file:** keep Table 2's columns in a spreadsheet beside the book. **Version the export:** record the software version that generated each report, because an approval, if any, would attach to specific software. **Ask early:** an unresolved question about an inserted page costs less to settle before a licence application than during it.

# Frequently Asked Questions (FAQs)

### What are the New Zealand pilot logbook requirements in short?

Under Rule 61.29 pilots keep an accurate, up-to-date logbook, by default an approved bound book, certified at the bottom of each page, retained permanently (subject to the revocation exception in 61.29(c)) and written up within stated periods. Table 1 sets out the paragraphs, and organisational procedures that repeat the rule use the same seven-day entry period (raanz.org.nz).

### Is an electronic pilot logbook allowed in New Zealand?

Paragraph (h) allows the Director to approve software for an electronic logbook, but the CAA says approval guidance is still in development and that participants must meanwhile comply with the bound-book paragraph. PilotAudit's commentary agrees that the Director's approval is what replaces the bound book (www.pilotaudit.com).

### Does the CAA New Zealand pilot logbook rule allow a printed report?

Yes, as a computer-generated flight record inserted permanently into the bound logbook, with a written per-function summary. A printed report left loose is not the same thing.

### Can a pilot use an electronic logbook for a CAA licence application?

For New Zealand, the requirement tied to a flight test is a summarised and certified logbook. How a particular printed report is accepted at submission is a question to confirm with the CAA. Other authorities publish their own rules, for example the UK CAA's guidance on printed and signed copies (www.caa.co.uk).

### What is a certified copy of a pilot logbook in New Zealand?

The New Zealand rule text read speaks of certification by the pilot at the bottom of each page, not of a third-party certified copy. Third-party certified copies arise in other authorities' procedures, such as those of the UK CAA (caa.co.uk) and the Australian High Commission in Wellington (newzealand.embassy.gov.au).

### How does a pilot certify logbook hours or a printed report?

The pilot certifies at the bottom of each page and, before submission to the Director, totals each column and signs below the last entry. The wording is not prescribed in the text read.

### What is the difference between a bound book and an electronic logbook?

The bound book is the default record. An electronic logbook replaces it only if the software is approved by the Director; otherwise the electronic tool is a digital companion.

### Is a pilot logbook app for airline pilots enough on its own?

Not for the New Zealand bound-book route. An app is a digital companion unless an approval is evidenced. An invitation-only tool such as Pilot Logbook can prepare a printed report with a New Zealand layout, which the pilot then incorporates like any other report.

## Conclusion

A PDF with the right columns is not enough on its own. In New Zealand, Rule 61.29 treats a computer-generated report as an acceptable flight record when it is inserted permanently into the bound logbook, and then requires a written summary of the total flight time by function. Certification at the bottom of each page, column totals and a signature before submission, timely entries and permanent retention complete the picture.

The approval route in paragraph (h) exists, but the CAA's own page says guidance is still developing. A named national layout, a vendor statement or a clean export does not equal the Director's approval of specific software. The sensible pilot practice is a short worked file for every report: identifier, date range, flight count, function totals, summary reference, insertion point, certification status and open questions, as in Table 2.

What remains for the CAA to confirm is narrow and answerable: the approval status of the exact software, the treatment of inserted pages for certification, the format of the summary, and the timing period for insertion. Pilots who want a digital history prepared for that route can request an invite to Pilot Logbook at https://pilots.landing.aero/, which prints a New Zealand layout, while treating the bound book, not the app, as the record until the CAA says otherwise.

## Source links

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


1. https://gazette.govt.nz/notice/id/2025-sl8
2. https://www.aviation.govt.nz/rules/rule-part/part-61/subpart-a
3. https://www.aviation.govt.nz/assets/rules/initial-issue/Rule-Part-061-Pilot-Licences-and-Ratings-signed-goat-skin.pdf
4. https://www.aviation.govt.nz/licensing-and-certification/pilots/pilot-logbook
5. https://dauntless-soft.com/products/safelog
6. https://www.casa.gov.au/licences-and-certificates/pilots/flight-crew-logbooks
7. https://www.caa.co.uk/general-aviation/pilot-licences/applications/documentation/guidance-on-documentation
8. https://www.pilotaudit.com/asia-pacific/new-zealand-electronic-pilot-logbook-rules
9. https://www.transport.govt.nz/area-of-interest/air-transport/civil-aviation-act-implementation/news
10. https://www.legislation.govt.nz/act/public/2023/0010/latest/whole.html
11. https://www.aviation.govt.nz/safety/safety-education-and-advice/education/vector-magazine/vector-online/your-logbook-is-your-proof
12. https://www.nzaviator.co.nz/editorial/best-digital-pilot-logbook-new-zealand
13. https://raanz.org.nz/wp/wp-content/uploads/2025/08/Exposition-2025.pdf
14. https://www.marinair.co.nz/shop/Aviation++Pilot+Supplies/Books+and+Leather+Covers/Aviation+Pilot+Log+Book+-+Hard+Cover+CAA1373+New+version.html
15. https://vertia.co.nz/products/pilot-logbook-caa-1373
16. https://myflightbookblog.blogspot.com/2020/05
17. https://f-droid.org/packages/be.moraine.yapl
18. https://www.easa.europa.eu/en/downloads/141594/en

19. https://www.iaa.ie/docs/default-source/publications/advisory-memoranda/personnel-licensing-advisory-memoranda-%28plam%29/recording-of-flight-time-and-formatting-acceptable-to-the-irish-aviation-authority.pdf
20. https://skybrary.aero/sites/default/files/bookshelf/3202.pdf
21. https://apps.apple.com/us/app/pilotlogx/id6743996733
22. https://support.logten.com/en/articles/11604207-is-the-signature-feature-compliant-with-faa-advisory-circular-120-78
23. https://www.bazl.admin.ch/en/dlogbook-en
24. https://www.nzaviator.co.nz/pilot-logbook
25. https://excelpilotlogbook.com/caa-new-zealand-pilot-logbook
26. https://www.legislation.govt.nz/act/public/2017/5/en/latest
27. https://foreflight.com/products/logbook
28. https://support.foreflight.com/hc/en-us/articles/214896818-Is-logbook-data-backed-up-in-ForeFlight
29. https://logten.com
30. https://logten.com/blog/land-your-dream-job-on-the-flight-deck-with-logten-pilot-logbook-reports
31. https://support.logten.com/en/articles/11632689-spreadsheet-export
32. https://www.dauntless-soft.com/PRODUCTS/Safelog/printing
33. https://www.dauntless-soft.com/HelpDesk/phraseview.asp?PID=694
34. https://pilotlog.crewlounge.aero/faq
35. https://support.crewlounge.aero/support/solutions/articles/24000034170-logbook-pages-not-printing-properly
36. https://apps.apple.com/us/app/pilotlog-crewlounge-aero/id1478619388
37. https://apps.apple.com/us/app/id879530289
38. https://www.law.cornell.edu/cfr/text/14/61.51
39. https://www.faa.gov/media/14901
40. https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/section-401.08.html
41. https://tc.canada.ca/en/aviation/licensing-pilots-personnel/flight-crew-licences-permits-ratings/apply-pilot-permit-licence-rating
42. https://eur-lex.europa.eu/legal-content/EN/TXT/HTML?uri=CELEX:32011R1178
43. https://www.iaa.ie/personnel-licensing/pilot-licences-%28eu-regulations%29/licensing-faq/faq--logbook---eu-part-fcl-irish-national-licences
44. https://www.caa.co.uk/commercial-industry/pilot-licences/introduction-to-pilot-licences/documentation-guidance-for-pilot-licences/guidance-on-documentation
45. https://caa.co.uk/commercial-industry/pilot-licences/applications/documentation/supporting-documentation-for-commercial-flight-crew-licensing-applications
46. https://www.cad.gov.hk/application/DCA607_ATPL-CPL-IR%28A%29.pdf
47. https://newzealand.embassy.gov.au/wltn/pilotlicense.html
48. https://pilots.landing.aero

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.

### Visit

See LANDING.AERO and its projects.

Articles published here explain general practice and cite their primary sources, naming the jurisdiction of any rule they describe. They are not operational, regulatory or legal advice, do not replace an operator's approved procedures or manuals, and requirements change.

**Website:** https://www.landing.aero

This article is educational. Verify consequential medical, legal, financial, regulatory and technical decisions with appropriate professionals and the cited primary sources. Company services are described separately from the article's research findings.