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South African Electronic Pilot Logbook: Print & Cert Pack

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Executive Summary

The SACAA states that it accepts electronic logbooks: its FAQ entry "Do you accept electronic logbooks?" is answered "Yes, we do accept electronic logbooks." (www.caa.co.za) That statement concerns the medium only. It does not show that an unsigned PDF is a complete submission, because the SACAA materials describe four further, separate requirements, each with its own source, date and trigger. As of 18 November 2026, none of these was found to have been replaced by a newer logbook notice, but the sources are undated or years old, so currency has to be confirmed.

The four items are as follows. First, a production cycle: CAR 61.01.8(1), as the SACAA licensing page states it, requires electronic logbooks to be printed on paper at least every 90 days and filed sequentially in a binder. (www.caa.co.za) Second, an annual revalidation and summary set: the licensing page cites a certified copy of a summary for the preceding 12 months and, "by a Commissioner of Oaths", certified copies of the last 3 pages and all endorsements. (www.caa.co.za) Third, endorsement evidence: electronic logbooks "must be accompanied by a certified endorsement page" (www.caa.co.za), and General Notice PEL-2019/006 Revision 1 (12 August 2019, effective 13 September 2019) requires certified logbook copies and endorsements showing the hours for class/type, familiarisation, differences and special-purpose ratings. (caasanwebsitestorage.blob.core.windows.net) Fourth, a career summary for licence issue. The 90-day cycle is a record-production rule for the holder, not an annual application packet.

Several uncertainties remain. The FAQ says "You are not required to submit any certified or original documents" (www.caa.co.za), which sits uneasily beside the licensing page. The republished regulation text names no certifier for the copies, and the Commissioner of Oaths wording appears on the SACAA page. (www.acts.co.za) The republished Part 61 text reflects an amendment notice of 16 November 2021, and later final amendments could not be excluded. The SA-CATS 61 text that prescribes the logbook, summary and endorsement layouts is not reproduced here and remains an open item.

Vendors document South African print output: Pilott lists SACAA and ICAO PDFs with 90-day presets and a printable endorsement page (vendor statements), and CrewLounge's column mapping shows why a familiar layout still needs a content check. (support.crewlounge.aero) None of the vendor pages cited states SACAA approval. Pilot Logbook, which LANDING.AERO publishes, lists a SACAA print layout and is invitation-only; it

is treated on the same footing and is not claimed to be approved or to supply a certified endorsement workflow. The recommended route is purpose-first: identify the licence and purpose, map the trigger to pages, date range and endorsements, audit the export, prepare certification and resolve the open points with the Licensing Department before submitting.

Introduction and Background

South African professional pilots meet one question at several points: at licence revalidation, a class or type rating, a conversion from a foreign licence or an airline application. Can the electronic logbook they already keep produce what the South African Civil Aviation Authority (SACAA) wants to receive? The regulator's own frequently asked questions page answers a narrower question first. It lists the entry "Do you accept electronic logbooks?" and replies "Yes, we do accept electronic logbooks." (www.caa.co.za) That answer concerns the medium. It does not say what a complete submission contains, who certifies it, or how it is produced.

This report is a purpose-specific evidence pack, not an app comparison and not a jurisdiction overview. It separates the documented South African requirements into distinct triggers (production, annual revalidation, initial issue, rating and endorsement evidence, foreign-licence cases), labels each with its source and vintage, and lists what remains unresolved. It is a preparation framework, not a compliance template: the prescribed SA-CATS 61 layouts are not reproduced. It covers record-keeping only and does not replace the instructions of the SACAA Licensing Department, an operator's approved procedures or an examiner's decision. For how other authorities treat electronic logbooks, the LANDING.AERO requirements comparison covers five other administrations, and the LANDING.AERO paper-conversion article covers transcription from paper; neither is repeated here.

The evidence base is dated. As of 18 November 2026, the SACAA licensing page carries an undated notice stating that logbooks without an endorsement section have not been accepted since 1 January 2019 and that electronic logbooks must be accompanied by a certified endorsement page. (www.caa.co.za) A linked general notice, PEL-2019/006 Revision 1, is dated 12 August 2019 and took effect on 13 September 2019 (caasanwebsitestorage.blob.core.windows.net) (the notice is a scanned image). These are dated authority observations. No new 2026 rule change is evident in the published sources, but nothing confirms that the 2019 material is unchanged, so the unresolved items are kept visible throughout.

Disclosure: LANDING.AERO, the publisher of this article, makes Pilot Logbook, an invitation-only electronic pilot logbook (access is by invitation). It appears in the vendor table below on the same factual footing as the other products, and it is not presented as the answer for every reader.

What "Electronic Logbooks Accepted" Does and Does Not Establish

Three separate questions

The SACAA material answers three questions in three different places, and an applicant who reads only the first can mistake it for the whole packet.

- **Acceptance of the medium.** The FAQ answer is a plain yes. It carries no date, no list of approved products and no description of what accompanies the file.
- **Production of paper.** The licensing page says Civil Aviation Regulation (CAR) 61.01.8(1) "requires that electronic logbooks must be printed out on paper at least every 90 days and the printed pages filed sequentially in a binder." (www.caa.co.za) The republished regulation text matches: where electronic data is used, it "must be printed on paper at least every 90 days". (www.acts.co.za) The same sub-regulation describes the logbook as a record of all flight time, instrument time, flight simulation training device (FSTD) time and instruction time.
- **Certification of copies.** The licensing page states that certified copies, "by a Commissioner of Oaths", of the last 3 pages and all endorsements go in with the annual revalidation fee. (www.caa.co.za) The regulation text for private pilot licence (aeroplane) revalidation says "certified copies of the last 3 pages of the logbook" and does not name the certifier. (www.acts.co.za) The Commissioner of Oaths wording therefore comes from the regulator's explanatory page, not from the regulation paragraph as republished.

Printing every 90 days is a record-keeping cycle for the holder. The annual certified summary is an application or revalidation item. The two share vocabulary (printouts, pages, binders, summaries) and are easy to merge in one's head, which is the main reason this report treats them as separate rows.

A tension the regulator's pages leave open

The FAQ also addresses whether documents must be certified before submission, and answers "You are not required to submit any certified or original documents." (www.caa.co.za) The licensing page, by contrast, describes certification by a Commissioner of Oaths for revalidation. Neither page is dated, and neither page says which governs which application type. The FAQ states that a "fully compliant" application must be forwarded electronically to the SACAA aircrew applications mailbox, not by courier or post. Read together, the pages suggest that submission is electronic while certification may still apply to specific items, but that is an inference, not a statement the regulator makes. It is one of the items to settle with the Licensing Department before submission.

Vintage of each source

- **Regulation text.** The only complete Part 61 text cited is the legal publisher acts.co.za, whose Part 61 Subpart 1 page notes the subpart was substituted by Notice R.1503 (Twenty-First Amendment, 16 November 2021). (www.acts.co.za) It states no "current as of" date, so later amendments cannot be excluded.
- **Draft amendments.** Gazette notices from 2025 and 2026 invite comment on draft Part 61 changes, with schedules titled "Part 61 Evidence Based Training" and "Part 61 (RTE) Radio Telephony". (www.gov.za) (www.ddyn.com) The titles do not mention logbooks, but the drafts are not analysed in full here and their finalisation is unverified.
- **Forms.** The cited SACAA forms carry a header date of 26 August 2025. (caasanwebsitestorage.blob.core.windows.net) The licensing page tells users to check the date at the bottom of each form.

- **Notice.** PEL-2019/006 Revision 1 is dated 12 August 2019, effective 13 September 2019. (caasanwebsitestorage.blob.core.windows.net)

Mapping Each Trigger to Pages, Date Range and Endorsements

Table 1 below lays out each documented purpose as its own row, with the South African source and its vintage, the date range or page scope, the signatory, the original that stays with the pilot, and what remains unresolved. It is a reading aid built from the sources cited in each cell, not a statement of what the SACAA will accept in a given case.

Purpose / trigger	Cited South African source and date	Date range and pages or summary	Signature / certifier	Retained original	Unresolved applicability
Periodic record production (electronic logbook holders)	CAR 61.01.8(1), as quoted on the SACAA licensing page (undated)	At least every 90 days; printed pages filed sequentially in a binder. Counting convention not defined in the cited sources	Not stated for this cycle	The electronic data and the filed printouts	Whether a printout batch is also what the Licensing Department wants attached to an application
Annual revalidation (Part 61 licences)	CAR 61.0x.6(c) as quoted on the licensing page (www.caa.co.za); regulation text for private pilot licence (aeroplane); form CA 61-03b, header date 26 Aug 2025 (caasanwebsitestorage.blob.core.windows.net)	Last 3 logbook pages; annual summary by category, class, type and total time; certified copies of endorsements entered in the preceding 12 months	Licensing page: Commissioner of Oaths. Regulation text: "certified", certifier not named	The logbook itself	FAQ says no certified or original documents are required; which text governs a given licence category is unconfirmed
Annual summary	CAR 61.01.5(13): "at least annually, a certified copy of the summary of his or her logbook" (www.acts.co.za); licensing page adds "for the preceding 12 months" (www.caa.co.za)	Summary in the SA-CATS 61 format; the 12-month wording is on the licensing page, not in the republished paragraph	"Certified", certifier not named in the paragraph	The logbook and any earlier summaries	Exact end date of the 12 months; exact summary layout (see the SA-CATS 61 note below)
Initial issue	FAQ (undated): "for a license issue a career summary are required"; form CA 61-03.1a, 26 Aug 2025 (caasanwebsitestorage.blob.core.windows.net)	Career summary plus instructor or designated flight examiner (DFE) skills-test endorsement	Form says "certified true" copies	The logbook	FAQ and form differ on certification; confirm per application

Purpose / trigger	Cited South African source and date	Date range and pages or summary	Signature / certifier	Retained original	Unresolved applicability
Class/type, familiarisation, differences, special purpose	General Notice PEL-2019/006 Rev 1, 12 Aug 2019, effective 13 Sep 2019 (caasanwebsitestorage.blob.core.windows.net)	"Certified logbook copies and endorsements showing hours required for the particular rating" (as stated in the notice)	Notice says "certified"; certifier not named	The logbook	Form CA 61-09.1 (26 Aug 2025) asks for "Logbook copies containing" the endorsement and an entry of hours (caasanwebsitestorage.blob.core.windows.net), without the word certified
Foreign licence, type transfer or short validation	FAQ: scanned copy of foreign licence and "logbook pages where type was flown" (www.caa.co.za); form CA 61-01.15 (caasanwebsitestorage.blob.core.windows.net)	Last three pages including the competency check endorsement (28-day validation form)	Plain copy for the logbook pages on that form	The logbook	Conversion rules sit in Subpart 61.01.13, not covered in full here

The table shows why one global answer ("send a certified PDF") fails: rows ask for a three-page extract, a summary, a career summary or hour-bearing endorsements, and they differ on the word "certified". Only the licensing page names a certifier. Each row is a question for the Licensing Department, not a settled rule.

Trigger 1: the 90-day production cycle

The republished regulation surrounds the 90-day printout with other timing rules. Entries are due within seven days for flights not for hire and reward, flight training and domestic commercial air transport, within 14 days for international commercial air transport, and within 48 hours of return to base when the pilot is away from the base where the logbook is kept. (www.acts.co.za) The logbook must be retained for at least 60 months from the date the pilot no longer holds a valid licence. (www.acts.co.za) The 90-day printout is therefore one link in a chain of entries, printout, filing and retention. The binder is the record the regulation contemplates; an application extract is a different object drawn from it.

Trigger 2: annual revalidation and the 12-month summary

The summary and the last-three-pages copy are separate items even though both are certified. Form CA 61-03b describes the three pages as entries "indicating a record of flight times" with an annual summary per category, class, type and total time, and separately asks for certified copies of endorsements from the preceding 12 months. (caasanwebsitestorage.blob.core.windows.net) The republished text attaches the 12-month limit to the endorsements, not to the pages. (www.acts.co.za) Whether the 12 months end on the application date, the test date or the licence expiry date is not stated in the cited sources, so the worksheet below uses placeholder endpoints.

Trigger 3: initial issue and career summaries

The FAQ distinguishes a career summary for licence issue from a 12-month summary for revalidation. A date-range export covers a career only if the range is set to the whole logbook.

Trigger 4: ratings, familiarisation and differences

PEL-2019/006 Revision 1, headed "Pilot License Logbook Copies", states that supporting documents for a licence, rating, revalidation, class or type rating, or familiarisation or differences training must carry the applicable endorsements in the pilot's logbook as described in SA-CATS 61. From 13 September 2019, applications for class/type rating, familiarisation, differences and special-purpose ratings are no longer accepted without certified logbook copies and endorsements showing the hours required. (caasanwebsitestorage.blob.core.windows.net) The regulation is consistent: an applicant "must have the applicable endorsements in his or her pilot logbook". (www.acts.co.za) Examiners stamp, sign, initial and date the applicable form for each candidate. (www.acts.co.za) An export therefore needs an endorsement field, but the endorsement itself must still be created by the person the regulation names.

Trigger 5: the certified endorsement page for electronic records

The licensing page says electronic logbooks "must be accompanied by a certified endorsement page", and that older paper logbooks without a compliant section need an endorsement pasted in. (www.caa.co.za) It does not describe the page layout, and the SA-CATS 61 text that prescribes it is not reproduced here.

Date-range worksheet

The difference between a periodic print batch and a preceding-12-month summary is easiest to see with placeholder dates. *Table 2* is a **(Hypothetical Example)**: the dates are invented for illustration, the pilot is fictional, and the counting convention for any real application must be confirmed with the Licensing Department. No statutory counting rule is asserted.

Item	Periodic print batch	Preceding-12-month summary	Last-three-pages copy
Purpose	Holder's own record cycle (CAR 61.01.8(1))	Annual summary item	Revalidation attachment
Range rule	Not more than 90 days between printouts (counting method unconfirmed)	12 months before the endpoint the applicant confirms	Final three pages of the logbook as of the print date
Hypothetical start	Batch 1: 1 Jan	Application date minus 12 months (to be confirmed)	Not date-based
Hypothetical end	Batch 1: a date no later than 90 days on	Application date (to be confirmed)	Last entry on file
Output	Sequential pages for the binder	One summary page certified	Three pages certified with endorsements
Risk if confused	A 90-day print is submitted as the summary	The summary omits the endorsement dates	Last pages show only a recent batch, not the summary

The worksheet shows that the same logbook data is cut three ways. A batch print is defined by the interval since the last print, while the summary is defined by the application endpoint, and the page extract is defined by position in the logbook. An export tool that offers only a date range can reproduce the first two if the dates are set correctly but cannot by itself decide the endpoints.

Testing Whether the Export Preserves the Relevant Columns and Totals

Layout is not content

A familiar-looking SACAA layout does not by itself show that every field the regulator expects is populated. The regulation says the logbook records flight time, instrument time, FSTD time and instruction time, with form and content prescribed in Appendix A to SA-CATS 61. (www.acts.co.za) Several entry rules depend on fields that a generic export may not carry:

- **Remarks-column markers.** Pilot in command under supervision (PICUS) time may be logged as pilot-in-command time only when "PICUS" is entered in the remarks column and the entry is "certified by a supervising PIC"; DFE flight time "must be marked in the remarks column of the pilot's logbook as DFE time". (www.acts.co.za)
- **Instructor certification.** FSTD time "must be certified by the instructor in the pilot's logbook". (www.acts.co.za) A pilot's own export cannot supply that certification.
- **Combined same-day entries.** A series of flights may be logged as one entry only where the interval between successive flights does not exceed 180 minutes. (www.acts.co.za)

One vendor's published mapping shows why a content check is needed even when a layout matches. CrewLounge's article on its South Africa (L021) print layout, which the page shows as modified on 30 September 2021, states that its software "prints the values as follows" for each SACAA column, split between flights and simulator sessions. (support.crewlounge.aero) It adds that simulator values print only if the associated fields are enabled in the app's configuration (support.crewlounge.aero), and it explains how to allow actual and simulated hours to print in column 9 without printing them in column 8 (support.crewlounge.aero), and instructor and examiner hours in column 12 without printing them in columns 10 and 11. (support.crewlounge.aero) That is a documented feature of one product's mapping, not a defect: it demonstrates that the same logbook can print differently depending on settings, so the printed columns need to be compared with the underlying records.

The prescribed column layout itself sits in Appendix A to SA-CATS 61, which is not reproduced here; the only SACAA layouts discussed (R62.21 and R62.24) belong to Part 62, so no Part 61 column list is asserted here.

What vendors state, and what no regulator has stated

Table 3 below collects what the vendors' own pages say about South African output, with the publisher's product included on equal footing. Every vendor statement is a vendor statement. None of the cited pages says the SACAA has approved the product, and the cited SACAA page lists no approved products.

Product	Documented South African output (vendor's own words)	Endorsements and signatures	Regulator approval stated?
Pilott Aviation	"Easily generate print-ready PDFs in SACAA and ICAO formats"; presets "Custom date ranges, 90-day, 1, 2 and 6 month" (pilottaviation.com)	"Printable endorsement page" (pilottaviation.com)	Page says "SACAA, ICAO and EASA compliant"; no approval or acceptance wording (pilottaviation.com)

Product	Documented South African output (vendor's own words)	Endorsements and signatures	Regulator approval stated?
CrewLounge PILOTLOG	Column-by-column L021 mapping with flight and simulator values; support article modified 30 September 2021 (support.crewlounge.aero)	Not stated in the cited article	No approval claim in the cited article
Safelog (Dauntless Aviation)	"Yes, we have South Africa-specific logbook printouts!"; a "Totals Grid" described as useful for some SACAA forms (dauntless-soft.com)	Not covered in the cited help pages	No approval claim in the cited pages
TWS Log (App Store listing)	"Print your full logbook to PDF in the SACAA layout" (apps.apple.com)	Not covered in the cited listing	Listing's disclaimer concerns currency and licence validity (apps.apple.com)
Pilot Logbook (publisher)	Lists a South Africa (SACAA) print layout among its authority layouts; offers date-range and column choices at print time (publisher's own description; not independently verified)	No SACAA endorsement page is claimed (publisher's own description; not independently verified)	No SACAA approval or certified-endorsement workflow is claimed; invitation-only

The table shows a consistent pattern: vendors document print layouts and date presets, a few mention endorsement pages, and none states regulator approval. Pilott's home page FAQ names SACAA and EASA formats (pilottaviation.com), while its FAQ page names SACAA and ICAO (pilottaviation.com), a documentation inconsistency to check against the current product, not a finding about quality. The Pilot Logbook row is not evidence that it meets any SACAA requirement; a sample export from it, like one from any product, needs the audit described below. The MyFlightbook blog, dated 17 November 2022, suggests a live link or PDF can suit "sharing your logbook with a regulator, insurer, or interviewer" better than a printout (myflightbookblog.blogspot.com); that is the vendor's opinion on its own blog, not a regulator's rule, and for South African submissions the SACAA's printing and certification statements are the relevant text.

Hypothetical export index

A short index sheet makes the later audit easier because it ties pages to their date ranges and to the endorsements that support them. *Table 4* is a **(Hypothetical Example)**: the book, page and endorsement references are invented for illustration. It shows a format only; it describes no real acceptance or rejection.

Book / print batch	Page range	Date range (example)	Contents	Supporting endorsement reference	Certification status
Batch 07	pp. 41-52	Example range A	Ordinary rows, page totals	None required	Not for submission
Batch 08	pp. 53-60	Example range B	Ordinary rows; type-rating training entries	Endorsement page E-3 (example reference)	Pending: certifier to compare with original
Annual summary	p. S-1	Preceding-12-months endpoint to be confirmed	Summary by category, class, type, total	Not applicable	Pending
Last-three-pages extract	pp. 58-60	Latest entries	Three final pages	E-3	Pending

The index is interpretive scaffolding: it lets the pilot, the instructor and any certifier see at a glance which pages support which purpose. It should be replaced by the real references for the actual application, and the Licensing Department's instructions govern the final packet.

Audit checklist for a sample export

The checklist keeps four categories separate, because an unsigned PDF can pass a visual check on one and fail another.

- **Ordinary logbook rows.**
  - Dates, aircraft type and registration, pilot in command, and the flight, instrument, FSTD and instruction columns populate as in the record.
  - Remarks markers (PICUS, DFE time) survive the export, and page totals reconcile with the underlying records.
  - Same-day combined entries show the route and intermediate stops.
- **Endorsements.**
  - The export includes an endorsement section or a separate endorsement page.
  - Entries show the elements the regulation lists, such as the examiner's name and licence number.
  - Stamp, signature and initials come from the examiner, not from a stored image created by the pilot.
- **Summary certification.**
  - The summary covers the confirmed endpoints and follows the layout the SACAA prescribes (SA-CATS 61, to be checked).
  - The certifier's wording and details are present on the summary page.
- **Copy certification.**
  - The pages certified are the pages submitted, in sequence, and the certifier has seen the original they were compared with.
  - The pilot keeps the binder and the electronic original.

The checklist is a repeatable test, not a prediction of acceptance; every box depends on rules the licensing authority controls.

Certification, Signatures and the Source/Version Checklist

What certification means in South African practice

The SACAA pages do not define a certified copy. The Department of Justice states in a single line that a Commissioner of Oaths can "certify copies of original documents". (www.justice.gov.za) The regulations on administering oaths (Government Notice R1258 of 1972, as amended) deal with sworn declarations, where the deponent signs in the commissioner's presence, and say nothing about copies. (www.justice.gov.za) For a worked description of copy certification, the nearest official text found is a 2023 Government Gazette notice of another body, the Air Services Licensing Council. It explains that a certified copy is endorsed as a true copy of the original and "does not certify that the original document is genuine, only that it is a true copy of" it. (www.gov.za) It requires the commissioner to have viewed the original and satisfied themselves it matches the

copy (www.gov.za), prescribes the wording "Certified to be a true copy of the original seen by me" (www.gov.za), and covers originals that exist only electronically by requiring evidence of the source of the document. (www.gov.za) That notice binds the Council's own filings, not SACAA applications, so it is context, not a rule for pilots. A technology-law practice reads the position for electronic originals compatibly: the commissioner must personally view the original and compare it to the copy, and can print an electronic original and certify the hard copy. (www.michalsons.com)

For a logbook, the "original" a certifier compares against would be either the printed, filed pages (the 90-day output) or the electronic record shown on a device. The sources do not say which the SACAA expects, which is a question to resolve before visiting a commissioner.

Electronic records and electronic signatures are a different legal question

South Africa's Electronic Communications and Transactions Act 25 of 2002 (ECTA) addresses the legal force of electronic records generally. Information is not without legal force "merely on the grounds that it is wholly or partly in the form of a data message" (www.saflii.org), and a requirement that information be in writing is met by a data message that is accessible for later reference. (www.saflii.org) Where a law requires a signature without specifying the type, a data message satisfies it only if an advanced electronic signature is used (www.saflii.org), defined by reference to a process accredited by the authority under the Act. (www.saflii.org) A data message must also be given due evidential weight in proceedings. (www.saflii.org)

These provisions describe the status of electronic data in law. They do not set what the SACAA wants in a licence application, which the SACAA sets in its own regulations, forms and notices. On the cited sources, a stored image of a handwritten signature on a PDF is not a Commissioner of Oaths certification, and no source says the SACAA accepts it in place of one. This report gives no legal advice; applicants with signature questions should consult a qualified South African legal adviser.

Source/version checklist before submission

- **Identify the licence and purpose.** Write down the licence category, the rating or revalidation, and the form number with its footer date.
- **Record each source's date.** Note whether the instruction comes from a regulation paragraph, an SACAA page, a notice (with its number and date) or a form (with its footer date).
- **Check the current notice list.** Open the SACAA licensing page and look for any notice newer than PEL-2019/006 that mentions logbook copies; the page lists notices up to PEL-2026/002, which concerns SA-CATS 64, not logbooks. (www.caa.co.za)
- **Check for amendments.** Search the Government Gazette for final amendments to Part 61 and SA-CATS 61 since the republished text (vintage 16 November 2021).
- **Ask who certifies.** Confirm whether a Commissioner of Oaths is required for this application and whether the FAQ line about certified documents applies.
- **Ask what is compared.** Confirm whether the certifier compares to the printed binder or to the electronic original.
- **Confirm submission channel.** The FAQ states electronic submission to the aircrew applications mailbox and no courier or post.

- **Keep copies.** Retain the printed binder and the electronic record for the retention period in the regulation.

The checklist does not promise compliance; it reduces the chance that an extract is built to the wrong rule.

Data Analysis and Evidence

The evidence is mostly numerical parameters inside regulatory text, so the quantitative core is a ledger of those figures with source and vintage. No market data exists for this niche: SACAA does not appear to publish statistics on electronic logbook submissions, so no demand or growth claim is made.

Numerical parameters in the sources

- **3 pages.** Last three logbook pages certified for revalidation; the republished text for the ATPL (aeroplane) reads "certified copies of the last 3 pages of the logbook". (www.acts.co.za)
- **12 months.** The preceding-12-month summary named on the SACAA page. (www.caa.co.za)
- **1 January 2019 and 13 September 2019.** Effective dates for the endorsement-section rule and PEL-2019/006.
- **26 August 2025.** The header date on the cited SACAA forms. (caasanwebsitestorage.blob.core.windows.net)
- **More than 33,500.** Licensed aviation professionals in South Africa (all categories, not pilots only), reported by a trade outlet from a Transport Minister's August 2026 presentation; second-hand, context only. (afm.aero)

The parameters fall into two families: cycles that run from the holder's own activity (90 days, 60 months, and the entry deadlines of 7 days, 14 days and 48 hours (www.acts.co.za)) and scopes that run from an application (12 months, 3 pages, a career summary). The dates are a vintage rather than a parameter: the 2019 notice, the 2021 amendment note and the 2025 forms are three different ages of evidence.

How other authorities word electronic acceptance

Other authorities attach different conditions to electronic logbooks. CASA says its logbook "can be paper or electronic" and requires a printed copy with each page certified as a true copy (www.casa.gov.au); the New Zealand CAA lets the Director approve software for an electronic logbook (www.aviation.govt.nz); and the United States rule asks that experience be documented "in a manner acceptable to the Administrator". (www.ecfr.gov) These are different mechanisms from South Africa's, and "accepted" means something different in each.

Implications and Future Directions

For pilots, instructors and software

The practical implication is a sequencing habit: decide the purpose first, then set the export. A pilot who prints on a 90-day rhythm builds a compliant binder, but the same print is not the annual summary, the career summary or the rating evidence. Examiners and instructors are the people whose stamps and signatures turn

an ordinary row into supporting evidence, so no export can supply them. For software, the regulation-driven field list is a minimum test: remarks markers, instrument and FSTD columns, an endorsement section, routes for combined entries and reconciling page totals. Vendors that document SACAA layouts and 90-day presets address the production cycle and the layout. The certification step depends on a person comparing a copy to an original, and a stored signature image is not that step; none of the cited vendor pages claims otherwise. A club or school that circulates a trigger table is making a reasonable hypothesis about usefulness, but no measured effect was found, so none is claimed.

What could change

Three things could move the picture. Final amendments to Part 61 or SA-CATS 61 could change the revalidation or summary wording; draft notices were published for comment in 2025 and 2026, and their schedule titles concern evidence-based training and radio telephony. (www.gov.za) The SACAA could issue a notice replacing PEL-2019/006; the licensing page lists notices up to PEL-2026/002, none of which concerns logbooks. And other authorities are formalising electronic logbook approval, as New Zealand's approval route for software shows, with approval guidance described as still in development. (www.aviation.govt.nz) No formal approval route for South African electronic logbooks was found. These are possibilities to monitor, not forecasts.

Items to resolve before submission

- **Which text governs.** The FAQ says no certified or original documents are required, while the licensing page and some forms require certified copies. (caasanwebsitestorage.blob.core.windows.net)
- **Who certifies.** Only the licensing page names a Commissioner of Oaths.
- **Original for comparison.** The printed binder or the electronic record.
- **Endpoints.** The 12-month summary end date and the 90-day counting convention.
- **Layouts.** The summary and endorsement formats in SA-CATS 61.
- **Currency of the 2019 notice.** Absence of a newer notice on the page is not proof that none applies.

Frequently Asked Questions (FAQs)

Is an electronic logbook accepted by SACAA?

Yes, according to the SACAA FAQ. The licensing page adds that electronic logbooks must be accompanied by a certified endorsement page and printed at least every 90 days, and, depending on the purpose, a certified summary and certified copies of the last three pages and endorsements are separate items. (www.caa.co.za) The page requires printing at least every 90 days; what should be submitted with a particular application should be confirmed with the Licensing Department.

What are the South Africa pilot logbook requirements under CAR Part 61?

CAR 61.01.8 requires a record of flight, instrument, FSTD and instruction time, entries within set periods, 60-month retention and inspection on request. Form and content are prescribed in Appendix A to SA-CATS 61.

How does SACAA licence conversion treat logbook evidence?

The FAQ asks for a scanned copy of the foreign licence and the logbook pages where the type was flown, and refers to Subpart 61.01.13. (www.caa.co.za) The 28-day validation form asks for the last three pages including the competency check endorsement. (caasanwebsitestorage.blob.core.windows.net) The cited pages do not state certification requirements for conversion.

Does a stored signature substitute for certification?

None of the cited sources says so. The licensing page requires certification by a Commissioner of Oaths for revalidation copies, and the Electronic Communications and Transactions Act addresses electronic signatures as a general legal matter, not as a SACAA submission rule. (www.saflii.org)

Which is the best electronic pilot logbook app in South Africa?

The sources do not establish a "best" product, and no SACAA list of approved apps was found. Several vendors document SACAA print layouts and none states regulator approval (Table 3). Sensible selection criteria are the audit checklist's: column fidelity, endorsement handling, date-range control and certification-ready pages.

Conclusion

The question "is an electronic logbook accepted?" has a documented answer: the SACAA says yes. That answer does not establish that an unsigned PDF is a complete submission, because the SACAA materials separately describe a 90-day printing cycle, a certified endorsement page, annual certified summaries and copies, and certified logbook copies and endorsements for ratings. These are distinct triggers with distinct sources, dates and certifiers, and they have to be kept apart in preparation.

The most useful practice is a purpose-first workflow: identify the licence and application, map the trigger to the pages, date range and endorsements, test the export against the record, prepare the certification, and settle the uncertainties in writing with the Licensing Department. Those uncertainties are real: which text governs given the FAQ's statement about certified documents, who certifies, what the certifier compares against, how the 12 months and 90 days are counted, what SA-CATS 61 prescribes, and whether the 2019 notice remains the latest word. Until they are resolved, no universal compliance promise is available, and this report makes none. Any logbook product, including the publisher's, needs the same sample audit before anything is submitted.

Source links

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

1. https://www.caa.co.za/information-for-the-public/frequently-asked-questions
2. https://www.caa.co.za/industry-information/personnel-licensing/licensing
3. https://caasanwebsitestorage.blob.core.windows.net/aviationpersonnelstandardsdoc/Pilot%20Logbook%20Copies.pdf
4. https://www.acts.co.za/civil-aviation-act-2009/nr425_61_03_6_period_of_v.php

5. https://support.crewlounge.aero/support/solutions/articles/24000072100-l021-south-africa-caa
6. https://www.acts.co.za/civil-aviation-act-2009/nr425_61_01_8_logging_of_.php
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10. https://caasanwebsitestorage.blob.core.windows.net/personnellicensingforms/CA%2061-09.1.pdf
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15. https://www.acts.co.za/civil-aviation-act-2009/nr425_61_01_18_endorsement_.php
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27. https://afm.aero/south-africa-reports-nearly-6800-women-among-33500-licensed-aviation-professionals
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29. https://www.aviation.govt.nz/licensing-and-certification/pilots/pilot-logbook
30. https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-A/section-61.51

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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