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CAA5013 ATPL Hours Confirmation: Logbook Reconciliation

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In this article

1. Executive Summary
2. Introduction and Background
3. Confirming the Authority, Route and Form Version
4. Four Artifacts, Four Scopes
5. The Form-Version Crosswalk
6. Reconciling Differences and Special Evidence
7. Assembling, Preserving and Uploading the Pack
8. Data Analysis and Evidence
9. Unresolved Scope Questions for the CAA
10. Implications and Future Directions
11. Frequently Asked Questions (FAQs)
12. Conclusion

Executive Summary

The UK Civil Aviation Authority (CAA) publishes form **CAA5013**, "Hours Confirmation for the issue of an ATPL", and its publication landing page marks **version 4** as current, dated **26 January 2026**, for use by pilots working for a UK Air Operator Certificate (AOC) holder only (www.caa.co.uk). The Issue 4 PDF header is wider: it reads UK AOC/ATO (Approved Training Organisation) (www.caa.co.uk), while the CAA's ATPL(A) (aeroplane airline transport pilot licence) page labels the hours confirmation for pilots who work for a UK AOC only (www.caa.co.uk). This report therefore covers one narrow case, a UK AOC first officer preparing personal hours evidence for a company signatory, and lists every other route as a question for the CAA.

The form's declaration asks a signatory to certify that they have examined the applicant's flying log (www.caa.co.uk) and that the stated hours in section A are accurate and correct (www.caa.co.uk). Section A separates pilot function, cross-country and overseas, night, instrument, simulator, multi-pilot hours in a single-pilot aircraft, multi-pilot aircraft experience and cruise relief seat hours (www.caa.co.uk). These categories describe the same flights from different angles. In the form text reviewed, nothing instructs an applicant to add the boxes together, so a reproducible method must trace each box to its own set of logbook rows.

The specialist fields are not new. The November 2022 Issue 03 already carried the multi-pilot-in-single-pilot and cruise-relief seat fields (www.caa.co.uk), and the visible Issue 4 changes concern ATO wording in the company and number fields (www.caa.co.uk). A form revision is not evidence of a new hour-credit rule.

The practical method is a dated crosswalk: choose one cut-off date, freeze a logbook snapshot, generate a report from it, map each form field to flight rows while keeping role, operation and condition dimensions, resolve differences against signed records, then hand the signatory the readable log, crosswalk and any certifications. A synthetic example shows why scope matters: a personal record of 1000 hours and a company summary covering 900 hours are not 1900 hours, and the 100 hour gap stays visible. The CAA states a 10 working day assessment service level (www.caa.co.uk) but does not advise on how many logbook pages to submit (www.caa.co.uk), and it reserves the right to request logbooks (www.caa.co.uk). No source reviewed publishes a rejection or delay rate for CAA5013 hours confirmations.

Introduction and Background

A UK airline first officer who applies for an ATPL(A) does not simply hand over a logbook. The personal log is the pilot's own record: UK Air Navigation Order (ANO) 2016 article 228 requires a personal flying log to be kept (www.legislation.gov.uk), and retained UK Part-FCL (flight crew licensing) FCL.050 requires a reliable record of all flights in a form and manner established by the CAA (www.legislation.gov.uk). The legislation.gov.uk page for that annex stated it was up to date with changes in force on or before 12 November 2026 (www.legislation.gov.uk). The CAA's acceptable means of compliance, AMC1 FCL.050, carries the reference "CAA ORS9 Decision No. 47" (regulatorylibrary.caa.co.uk). It is guidance on how to comply, not a second rule.

The company's contribution is separate. On CAA5013 the second section is completed by a signatory from the applicant's operating company (www.caa.co.uk), who certifies examination of the flying log. That signatory is not certifying the pilot's whole career. They are examining a defined log, up to a defined date, for a defined period of employment. Most friction appears when a pilot's three versions of the truth (the personal logbook, a generated summary and the company's examined copy) cover different spans or use different category definitions.

Five kinds of statement appear below. **Binding rules** are the UK Part-FCL and ANO texts. **Guidance** is the AMC and the CAA's web pages. **The form** is CAA5013 itself, with its version recorded. **Vendor claims** are statements from logbook product pages, attributed and untested. **Recommended audit steps** are practice suggestions, not CAA requirements. Every rule is named by jurisdiction: this is the United Kingdom, and the European Union Aviation Safety Agency (EASA) text is separate. Where EASA appears, it is only to show that the identifiers differ (www.easa.europa.eu).

The publisher of this report, LANDING.AERO, makes Pilot Logbook, an invitation-only electronic logbook for professional pilots. Pilot Logbook is mentioned later, in proportion, and its capabilities are described from the publisher's own product page, not from independent testing. This is personal-record preparation. It is not a licence-eligibility calculator, an operator-software discussion, or guidance on signing on behalf of a company, and the CAA's decision on any application remains the CAA's.

Confirming the Authority, Route and Form Version

The authority and the ordinary ATPL(A) route

The CAA's ATPL(A) page describes two application methods, e-Licensing or an online application (www.caa.co.uk). A pilot who submits through e-Licensing does not also upload the online application form, because e-Licensing replaces it (www.caa.co.uk). The CAA's page for form SRG1183, the application for initial issue of an ATPL, also tells commercial pilots who are e-Licensing users to apply there (www.caa.co.uk). For a UK AOC pilot, the ATPL(A) page lists "ATPL Flying Hours Confirmation" among the e-Licensing items, and on the online-form route it lists a copy of the online hours confirmation completed by the UK AOC (www.caa.co.uk). The page also names relevant logbook pages or the UK AOC hours confirmation as the evidence of hours and experience (www.caa.co.uk).

The secondary query "CAA SRG1119 ATPL hours confirmation" needs a plain answer. No CAA page opened for this report identified SRG1119 as an ATPL hours confirmation form, and its scope was not verified. The hours document for the UK AOC route is CAA5013, and SRG1183 is the initial-issue application. Do not substitute one for another.

The form version

The CAA landing page is the correct starting point because it states the version status and date, and it links the current download (www.caa.co.uk). The Issue 4 PDF identifies itself in its footer as "CAA Form CAA 5013 Issue 4" (www.caa.co.uk), without a printed month or year in the text reviewed, so the dated reference must come from the landing page. An older download remains reachable and is labelled "Issue 03, November 2022" (www.caa.co.uk). Treat it as historical. Its continued availability is the reason to record the version and retrieval date on every working file, not a reason to use it.

The scope conflict, stated plainly

Three CAA texts do not read identically. The landing page says UK AOC only (www.caa.co.uk). The Issue 03 header said UK AOC (www.caa.co.uk). The Issue 4 header says UK AOC/ATO (www.caa.co.uk), and its signatory instruction names the operating company, an Approved Training Organisation and, for military credits, a commanding officer route (www.caa.co.uk). Meanwhile the ATPL(A) page sends military applicants to a separate form, SRG2133, with certified copies of military logbook pages (www.caa.co.uk).

This report does not resolve that conflict by asserting that the form is universal. It addresses the UK AOC case only. ATO, military and foreign-licence routes stay outside the workflow until the CAA clarifies the applicable form and path for them, and the open questions are listed near the end.

What counts as what: a reading key

- **Binding rule:** UK Part-FCL (retained Regulation (EU) 1178/2011 Annex I) and the ANO, read on legislation.gov.uk.
- **Guidance:** AMC1 FCL.050 and the CAA's documentation and e-Licensing pages (regulatorylibrary.caa.co.uk) (www.caa.co.uk).
- **Form:** CAA5013, by issue and landing-page date.
- **Vendor claim:** product pages, such as a logbook export described as "submission-ready" (logbooklite.com).
- **Recommended audit step:** anything labelled as such in this report.

Four Artifacts, Four Scopes

The central discipline is to keep four objects apart. *Table 1* lists them with the cut-off date and scope each should carry. A PDF layout is not a company certification, and a generated report is not an acceptance decision. The table's columns after the first are recommended practice, not CAA-mandated columns.

Artifact	What it is	Cut-off and scope to record	Who owns it	What it cannot show
1. Personal logbook snapshot	The pilot's record of flights, with at least the items AMC1 FCL.050 lists, entered as soon as practicable (regulatorylibrary.caa.co.uk)	Last flight date included, source (paper pages or exported file), export timestamp	The pilot	Company examination; anything the signatory has not seen
2. Generated summary or report	Totals produced from artifact 1 by a tool or worksheet	Same cut-off as artifact 1, report template name and version, filters used	The pilot	Certification; a layout such as a CAP 407 style print (dauntless-soft.com) is a format, not an approval
3. Company examination and declaration	Section 2 and the declaration on CAA5013, completed by a signatory from the operating company (www.caa.co.uk)	Employment span or log period the signatory actually examined; signatory name and position (www.caa.co.uk)	The company signatory	Flights outside the examined span; the CAA's decision
4. Application upload bundle	Files uploaded for the chosen route	Route (e-Licensing or online form), file list, upload date	The pilot	Anything not uploaded: only uploaded documents are checked (www.caa.co.uk)

Artifact 1 and artifact 2 should agree to the minute unless a rule explains the difference. Artifact 3 may legitimately cover less than artifact 1. The gap is the point of the register that follows, and it must be written down, not averaged away.

Cut-off discipline

Choose one cut-off date and one source scope before generating anything. The forms reviewed print no field for a period or cut-off, so the date has to be carried by the pilot's own cover note and by the signatory's examined copy. Record, for every artifact, the cut-off, the scope (which employers, which aircraft, which books) and the time basis. AMC1 FCL.050 says logbook times should be in UTC (regulatorylibrary.caa.co.uk) and defines aeroplane flight time from first movement for take-off to final rest (regulatorylibrary.caa.co.uk), so a block-time or airborne-time column in a tool must be mapped to the right basis before totals are compared.

Signed records are not silently edited

If a discrepancy appears after a record has been signed or countersigned, the original entry stays as it is and a dated correction is added elsewhere. Some tools enforce this mechanically: one vendor's FAQ says that editing a signed flight invalidates the signature (myflightbook.com). That is a documented behaviour of that product, and other tools differ. Under AMC1 FCL.050, supervised entries carry the name and signature of the pilot in command (regulatorylibrary.caa.co.uk) and are certified by the pilot in command or flight instructor in the remarks column (regulatorylibrary.caa.co.uk), so changing the hours on such a row without the signer is a change to evidence, not a typo fix.

The Form-Version Crosswalk

Table 2 maps each CAA5013 Issue 4 label to the logbook rows that should support it. The labels are quoted as the form prints them, because collapsing all multi-pilot and relief hours into one software bucket would lose distinctions the form keeps. The "inclusion rule" column points at UK sources only. Where no UK source defines a term for the form, the cell says the rule must be confirmed with the signatory or the CAA.

Issue 4 field label	Rows to pull, dimensions to keep	Inclusion rule and source (UK)	Evidence reference and reviewer question
Pilot function: "Pilot-in-command (PIC)", "Pilot-in-command under supervision (PIC/US)", Co-pilot, Dual (www.caa.co.uk)	Role column per flight. Keep PICUS apart from PIC and co-pilot	AMC lists PIC (including solo, SPIC and PICUS), co-pilot, dual and instructor functions (regulatorylibrary.caa.co.uk); PICUS is a co-pilot performing PIC duties under supervision (www.legislation.gov.uk)	Flight IDs, book pages, PIC countersignature on PICUS rows (regulatorylibrary.caa.co.uk). Do the four role subtotals equal the flights examined?
"Total experience cross country and overseas flying" (www.caa.co.uk)	Flights flagged cross-country, with route and departure/arrival points	Cross-country means a flight between two points along a pre-planned route using standard navigation procedures (www.legislation.gov.uk). "Overseas" is a form label with no UK definition found	Flight IDs. Which rule did the tool use to flag cross-country?
"Total experience night flying" (www.caa.co.uk)	Night minutes per flight, with the definition used	ANO Schedule 1 defines night as half an hour after sunset to half an hour before sunrise (www.legislation.gov.uk); UK SERA Article 2 uses civil twilight (www.legislation.gov.uk)	Report template setting. Which definition does the signatory expect?
"Total experience instrument flying" (www.caa.co.uk)	Separate actual instrument, simulated instrument and IFR flights	UK instrument flight time is control solely by reference to instruments (www.legislation.gov.uk); instrument time includes instrument ground time (www.legislation.gov.uk). IFR is a flight rule, not the same quantity	Basis column. Is "instrument" actual only, or actual plus simulated?
"Experience in simulator of which", with device lines (www.caa.co.uk)	Device type per session, separate from aeroplane flight time	Any simulator credit calculation needs its own verified UK note and is not made here	Session IDs, device qualification references. Which device line applies?
"Total multi-pilot hours conducted in a Single-pilot Aircraft (if applicable)" (www.caa.co.uk)	Flights on single-pilot-certified aircraft flown in two-pilot operations, with operation type	The CAA page requires the law applying to the flight to require two pilots (www.caa.co.uk) and asks for operator and authority evidence (www.caa.co.uk)	Separate evidence reference per aircraft subset. Is the operation qualifying?
"Total multi-pilot aircraft experience" (www.caa.co.uk)	Flights on aeroplanes certified for at least two pilots	Multi-pilot aeroplane means certified minimum crew of at least two pilots (www.legislation.gov.uk)	Type list with certification basis. Overlap with other boxes is expected

Issue 4 field label	Rows to pull, dimensions to keep	Inclusion rule and source (UK)	Evidence reference and reviewer question
"Total experience" (www.caa.co.uk)	All flights examined for the stated scope	Not a sum of the other boxes; it is the total of the examined flights	Reconciliation to artifact 1 and the examined range
Cruise relief seat hours (www.caa.co.uk)	Only hours occupying the pilot seat, with relief role flagged	The form says only these specific hours are to be stated (www.caa.co.uk); UK defines the role above FL 200 in multi-pilot operations (www.legislation.gov.uk)	Seat-time notes per flight. Are hours seat-time or duty-time?
Operating company or ATO, AOC /ATO number, signatory (www.caa.co.uk)	Employer name, certificate number, signatory name and position	Issue 03 had "Operating Company name (if applicable)" and "AOC number" only (www.caa.co.uk)	Correct labelling for the pilot's employer. Is an ATO line applicable?

The table is a worksheet, not a legal-credit method. Several cells end in a question because the answer belongs to the signatory or the CAA.

Walking the categories

Pilot function. Keep the four function columns exclusive: each flight belongs to one function. UK AMC1 FCL.050 allows a co-pilot acting as PICUS to log PIC time where the pilot in command countersigns, and, where UK Regulation 965/2012 requires a pilot to act as pilot in command under supervision, it allows both pilot and supervisor to log the time as PIC (regulatorylibrary.caa.co.uk). That is a logging rule, and the form still has its own PIC/US label. Record which label each PICUS row maps to before the signatory sees it. The distinction matters because the ATPL(A) page lists a PICUS letter on operating company headed paper where applicable (www.caa.co.uk), which is a separate upload from the hours form.

Overlapping characteristics. Night, cross-country, instrument and multi-pilot are properties of flights, not additional hours. The AMC's operational conditions entry records whether a flight took place at night or under instrument flight rules (regulatorylibrary.caa.co.uk), and column notes indicate single-pilot or multi-pilot operation (regulatorylibrary.caa.co.uk). Because definitions of night differ between UK instruments, and the International Civil Aviation Organization (ICAO) Annex 1 uses civil twilight as a non-UK reference (secondary copy of the Annex text hosted at ffac.ch), the crosswalk must state which definition produced the night subtotal.

Instrument versus IFR. A flight under instrument flight rules need not have any instrument flight time in the Part-FCL sense. The form label says "instrument flying", and the Part-FCL definition is control solely by reference to instruments. If a tool derives "instrument" from the flight rules on the roster, that derivation is an assumption to confirm with the signatory.

Reconciling Differences and Special Evidence

Category and date-range differences

When artifact 2 and the company's examined copy disagree, classify the difference before choosing a side. The common causes are scope (the company covers a shorter employment span), basis (block versus airborne time), definition (night, instrument) and role (a flight logged as co-pilot in one record and PICUS in another). Resolve each against the underlying signed evidence. Do not alter signed rows to fit a total. The CAA's documentation guidance wants copies that clearly identify all the requisite experience requirements (www.caa.co.uk), so the reconciliation should end with rows that are visibly traceable, not with a reduced number that cannot be explained.

Multi-pilot hours in single-pilot aircraft

The form asks for these hours as a distinct field, and Issue 03 already did (www.caa.co.uk). The CAA states that a flight with two pilots who are simply taking turns is not multi-pilot if it could still take place with one pilot (www.caa.co.uk), and that the law applying to the flight must require two pilots. Part-FCL defines a multi-pilot operation as one requiring at least two pilots (www.legislation.gov.uk). Therefore the type name is never enough. A mixed-operation aircraft subset needs its own evidence reference, and the crosswalk should record the operator's documentary evidence the CAA page asks for without deciding the credit in advance.

Cruise relief seat hours

The form counts hours as a cruise relief co-pilot only while occupying the pilot seat, again present in Issue 03 (www.caa.co.uk). UK AMC1 FCL.050 contains matching co-pilot logging wording for relief pilots (regulatorylibrary.caa.co.uk). Keep these hours in their own subtotal with their own source rows. Do not fold them into a general multi-pilot figure, and do not import EASA amendments into UK claims: the UK AMC is identified as ORS9 Decision No. 47, while EASA's equivalent carries a different decision identifier.

The unresolved-difference register

Keep a register of every difference that remains after reconciliation. These columns are recommended practice, not CAA requirements:

- **Reference:** a sequence number and the form field affected.
- **Difference:** the amount, in hours and minutes, between two artifacts.
- **Cause class:** scope, basis, definition, role or data error.
- **Evidence:** book page, flight ID, signature or letter that settles it.
- **Owner:** pilot, signatory or the CAA.
- **Status and date:** open, resolved by evidence, or referred, with the date.

Assembling, Preserving and Uploading the Pack

Assembly steps

1. **Fix the version.** Record the landing-page date, the PDF issue footer and the retrieval date.

2. **Freeze the log.** Export or photograph the snapshot at the cut-off, including the personal details page the CAA asks for in logbook copies.
3. **Generate the report.** Produce totals per field from the snapshot, with the template, filters and definitions written down.
4. **Fill the crosswalk.** Complete one row per field as in *Table 2*, with flight IDs and book pages.
5. **Hand over to the signatory.** Give the readable log, the crosswalk and any relevant certifications such as PICUS countersignatures, so that the declaration that the signatory examined the log is about something they could actually see.
6. **Preserve the result.** Keep the completed form, the examined copy and the upload bundle together.

What the CAA says about logbook copies

The CAA says applicants may submit original logbooks or a copy (www.caa.co.uk), that sufficient evidence must cover the requirements of the licence applied for, and that its staff cannot advise how many pages to submit (www.caa.co.uk). This report therefore gives no universal page count. For electronic logbooks, the guidance says to download and submit the file (www.caa.co.uk), with an electronic signature to show ownership (www.caa.co.uk); a printed copy needs only one signed page (www.caa.co.uk). In its documentation guidance the CAA also says electronic logbooks are acceptable for all types of application if printed, signed and dated (www.caa.co.uk). On the e-Licensing route, pilots are not required as standard to submit original logbooks (www.caa.co.uk), but the CAA reserves the right to request any logbook for inspection (www.caa.co.uk) and retains the right to request an original at any time (www.caa.co.uk).

Route-specific upload bundle

Under e-Licensing, only one document can be uploaded per category, so multi-page evidence is scanned as one PDF (www.caa.co.uk). Documents must be clearly legible (www.caa.co.uk), and e-Licensing accepts JPEG and PDF files up to 20MG (www.caa.co.uk). The CAA's online-form route states a separate 200Mb limit on uploads to its forms (www.caa.co.uk), so check the limit that applies to the chosen route. Only uploaded documents are checked, and the e-Licensing system holds exam results from the past 10 years only (www.caa.co.uk), which affects older theory results. These are the CAA's current published figures as of November 2026 and can change.

Tools alongside the paper method

A paper logbook plus a spreadsheet is a sufficient method: one row per flight, the form's labels as column headings, and subtotals by filter. Electronic tools can shorten the totalling, and several state UK-relevant output on their own pages. These are vendor claims, not tests:

- **LogbookLite** says UK CAA and EASA submission-ready output and its page carries a link to continue on CAVOK Life (logbooklite.com).
- **Safelog** lists a CAP 407 style print and export to several formats (dauntless-soft.com), plus a totals grid by aircraft type and date (dauntless-soft.com).
- **Logbook.aero** lists a UK CAA layout covering CAP 407 and Pooleys, and device signing by instructors and examiners (apps.apple.com).
- **MyFlightbook** documents a PDF following EASA FCL.050 guidelines (myflightbook.com).

- **ForeFlight** describes an FCL.050-style report template for flight time summaries (foreflight.com).
- **LogTen** advertises more than 100 report formats (logten.com), and **FlightLog** lists CSV and native PDF export (nil-4.gitbook.io).
- **Pilot Logbook** (invitation-only; request an invite) is the publisher's own product. Its page advertises custom summaries, totals by aircraft type and role, UK CAA print layouts and a full export. Those can support the pilot's review pack next to paper rows and a worksheet. Its page does not show a dedicated CAA5013 Issue 4 generator, company-authorised certification or submission integration, so the manual crosswalk above stays necessary.

In the product pages reviewed, none mentions CAA5013 by name. That is an observation of what was read, not a claim that no tool supports the workflow. Another guide, published by Aviator Archive with a sources-checked date of 30 September 2026 (aviatorarchive.com), covers UK logbook requirements in detail and links CAA primary pages (aviatorarchive.com); it also advises printing and signing by hand for submission (aviatorarchive.com). The narrower question here is how a CAA5013 field traces back to the flight rows a signatory examines.

Data Analysis and Evidence

A synthetic illustration (Hypothetical Example)

The numbers below are invented for method only and do not describe any person or company. Suppose a pilot's personal record shows **1000 hours** in exclusive roles: **100** PIC, **800** co-pilot and **100** dual. Within those same flights, the pilot can support **120** night hours, **700** cross-country hours and **750** multi-pilot aircraft hours. These are overlapping characteristics, not extra time.

- **Role check:** 100 + 800 + 100 = 1000, so the exclusive roles reconcile to the total. PICUS is 0 for this example.
- **Overlap check:** 120 + 700 + 750 = 1570 is not a flight time. It exceeds 1000 precisely because the categories overlap, which is why no source in this review says to sum the boxes.
- **Scope check:** the company summary covers only **900 hours**, because 100 hours predate that employment. The difference of 100 hours is a scope gap, not an error. The signatory can examine only what was in the examined log.
- **Do not add scopes:** 900 + 1000 is not 1900. The 900 hours sit inside the 1000, and the company does not certify the earlier 100 flights.
- **Mixed operation:** if 150 of the 750 multi-pilot hours were on a type used in both single-pilot and two-pilot operations, those 150 hours get a separate evidence reference. The type name alone does not settle the credit.
- **Totals stay blank until supported:** the form's total fields are left empty until each box has a source subtotal and each gap has a resolution or a referral.

Form-version and source register

Table 3 is the version and source register. It records what was opened and what each source can support. All figures are as of 14 November 2026, when the sources were read.

Source	Version, date and status	Role in this report	Limit
CAA5013 landing page	Version 4, current, 26 January 2026	Starting point for version checks	States AOC only
CAA5013 Issue 4 PDF	Footer "Issue 4"; no month or year in the text reviewed	Field labels, declaration, header	Header reads UK AOC/ATO
CAA5013 Issue 03 PDF	November 2022, historical	Control for what is not new	Not for current use
ATPL(A) page	No page date shown	Route, evidence list, UK AOC label	Page wording may change
e-Licensing and documentation guidance	No page date shown	Originals, copies, file limits	No page count given
UK Part-FCL (legislation.gov.uk)	Current to 12 November 2026	Binding definitions and minima	Credit rules not applied here
AMC1 FCL.050 (UK)	CAA ORS9 Decision No. 47	Logbook content, role and seat guidance	Guidance, not a rule
CAA5014 page (www.caa.co.uk)	Shown as superseded by changes to SRG2133	Military context only	Named elsewhere as military form (www.caa.co.uk)
Vendor pages	Undated product pages	Export and layout claims	Untested vendor statements

The register shows why a dated crosswalk helps. The CAA's own pages differ in wording for the military form, and the old PDF is still downloadable, so a pilot who records version, date and retrieval is protected from silent drift without claiming any rejection data exists.

Published numbers that matter, and those that do not exist

- **10 working days:** the CAA's stated service level for assessing all application types (www.caa.co.uk).
- **30 days:** applications are pended for 30 days before cancellation where there is no response (www.caa.co.uk).
- **Six months:** the applicant must apply within six months of passing the skill test (www.caa.co.uk).
- **7 years:** ATPL theoretical knowledge examinations remain valid for the ATPL(A) for 7 years from the last IR validity date entered in the aeroplane licence (www.caa.co.uk).
- **1500 hours:** the CAA's ATPL(A) page states a minimum of 1500 hours of flight time in aeroplanes (www.caa.co.uk).
- **Not published:** no CAA5013 rejection rate, processing delay attributable to the form, or search-demand figure for UK hours confirmations was found in the sources reviewed.

Unresolved Scope Questions for the CAA

The following are questions, not findings. They are listed so that a pilot or signatory can ask the CAA rather than guess.

- **Which routes may use Issue 4?** The landing page says UK AOC only and the PDF header says UK AOC/ATO. Which is operative for ATO applicants?
- **Who signs for a military applicant?** Issue 4 mentions military credits and a commanding officer, the ATPL(A) page names SRG2133, and the CAA5014 page says that form was superseded by changes to SRG2133, while the e-Licensing guidance still names CAA5014. Which document is current?
- **Is there an expected cut-off date?** The form text reviewed has no period field. Is the signatory's examined date range expected to appear anywhere?
- **How is "overseas" defined?** The form label combines cross-country and overseas flying while the Part-FCL definition covers cross-country only.
- **Which night definition applies?** The ANO and UK SERA texts differ.
- **Is "instrument" actual only?** See the definition and the form label.
- **What happens to a signatory's examination if the log is exported by a tool?** The CAA asks for an electronically signed export. What does it expect the company to examine?

Implications and Future Directions

The immediate implication is procedural. The form's section structure treats the company signatory as an examiner of a log, not as an author of hours, and a pilot who arrives with a traceable crosswalk gives the signatory something they can examine in a bounded time. The form text reviewed does not prescribe a method, so the method here is a recommended practice built from the form's labels and UK definitions, and its value depends on the signatory's own procedures. A company may have its own template, and the pilot should ask before presenting a different layout.

The second implication is about versions. Because the old Issue 03 download is still reachable and the current version is dated on the landing page, a checklist that begins with the landing page and ends with a retrieval date is more durable than any copy of the form. The CAA pages also change: figures such as upload limits are current only as of the date they were read.

For electronic logbooks, the relevant development to watch is whether any tool or the CAA publishes a field mapping. In the pages reviewed, UK-related vendor statements concern layouts and exports, such as an FCL.050-style report template, not the hours confirmation form. The publisher's own tool is in the same position: its summaries and UK print layouts help assemble evidence, and the CAA5013 mapping remains manual. Readers can request an invite to Pilot Logbook, which is invitation-only, but nothing in this report depends on it.

Finally, simulator and seat-time credit deserve a separately verified UK-specific note. The form separates simulator device lines and the Part-FCL text limits simulator hours for the ATPL(A) experience (www.legislation.gov.uk), but converting those into a credit calculation is outside this report.

Frequently Asked Questions (FAQs)

What is CAA5013 Issue 4? It is the current version of the CAA's hours confirmation form, dated 26 January 2026 on the CAA landing page, with a footer reading Issue 4. The landing page limits its use to pilots working for a UK AOC, so it is not a universal form for every ATPL applicant.

How is it different from Issue 03? In the text reviewed, the visible changes are the UK AOC/ATO header, ATO wording in the company and number fields, and a "CAA reference Number" replacing "Examiner reference Number" (www.caa.co.uk). The specialist fields already existed.

What are the UK ATPL(A) flight experience requirements, including 1500 hours? The CAA page states a minimum of 1500 hours of flight time in aeroplanes. The retained Part-FCL text lists sub-minima, including 500 hours in multi-pilot operations (www.legislation.gov.uk), 200 hours of cross-country flight time (www.legislation.gov.uk), 75 hours of instrument time (www.legislation.gov.uk) and 100 hours of night flight as PIC or co-pilot (www.legislation.gov.uk). The experience must be completed before the skill test (www.legislation.gov.uk). This report is not an eligibility calculator and does not apply credits.

What about ATPL theoretical knowledge hours? CAA5013 collects flying hours, not theory. The CAA page says the ATPL theoretical knowledge exams must have been passed (www.caa.co.uk) and stay valid for 7 years, and Part-FCL requires a training course at an ATO (www.legislation.gov.uk). No instruction-hours figure for theory was verified for this report.

How should a pilot reconcile a logbook for the application? Use one cut-off, freeze the snapshot, build the crosswalk in *Table 2*, record differences in the register, and give the signatory the log and the crosswalk.

What does the pilot logbook audit for ATPL licence issue look like? It is a pass over the log checking role totals, definitions, signed rows and scope, as described above, with flight IDs for every box.

Is an electronic pilot logbook accepted by the UK CAA? The CAA's guidance says an electronic logbook should be downloaded, electronically signed to show ownership, and acceptable for all applications if printed, signed and dated.

How long will the CAA take? The stated service level is 10 working days for assessment of all application types. No CAA5013-specific timing was found.

Conclusion

For a UK AOC first officer, the CAA5013 workflow is a matter of traceability. The current version is Issue 4, dated 26 January 2026 on the CAA landing page; its labels keep pilot function, conditions, simulator, multi-pilot and relief hours apart; and the signatory declares that the log was examined. The sensible response is a dated, versioned crosswalk that links every requested field to flight rows, keeps the personal logbook, the generated summary, the company examination and the upload bundle separate, and records what is unresolved.

Three limits should stay in view. The CAA's pages do not agree on which routes may use the form, so ATO, military and foreign-licence applicants should ask the CAA. The form revision is not a new hour-credit rule, because the specialist fields predate it. And a tool's PDF layout or a company signature is evidence supporting the application, not an acceptance decision. The CAA decides, and a pilot should confirm every figure, version and upload limit on the CAA's pages on the day of application.

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.uk/data-and-publications/publications/documents/forms/caa5013
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