

## Instructions on How to Use the Logbook

**LOCATION.** Blanket COA reporting must list the city/town, state, and coordinates in decimal, minute, second format, (DD, MM, SS.S) N (DD, MM, SS.S) W, in the COA reports. **Tip:** use the iPhone compass app or similar app. 107 remote pilots or 101 recreational flyers are not required to log this but may adopt to.

**BLANK COLUMN.** Track your plan of activities (POA) submissions, NOTAM filing, invoice number, the pre & post voltage of batteries, takeoff or landing damage, equipment malfunctions, or lost link events.

**TYPE OF FLIGHT.** 61.51(b) lists terms like solo/pilot in command/flight, ground training, training received, or simulator training received. Notice the \* reminds you to look at the top of the page for suggestions. Strictly speaking, drone pilots cannot log PIC, solo, or training received time. For example, 14 CFR § 1.1 says PIC is a person who “[h]olds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight” and § 61.51(e) does not list recreational drone flyers or remote pilots as individuals who can log PIC or solo time. To make sense of this, the 333 exemptions originally were requiring the drone pilot to use the standards of 61.51(b) to show qualifications for **currency** NOT for showing aeronautical experience or training received to meet **eligibility requirements** to obtain certificates or ratings. This is why 14 CFR 61.8 says, "Any action conducted pursuant to part 107 of this chapter or Subpart E of part 101 of this chapter cannot be used to meet the requirements of [Part 61]." 333 exemptions allow logging of (training/ proficiency/ experience). Optional entries could be (\$/testing/recreation).

**NOTES.** Here are some suggestions: memory cards [1,2,3], batteries [A,B,C], the name of the visual observer (“VO”), NOTAM filed, the ID of the COA you are flying under, did you file the plan of activities?, Invoice #, pre/post voltage on the batteries, and SQWK (which means you documented in the SQWK section the problems and fixes). If you are a Section 333 operator and you experienced takeoff or landing damage, equipment malfunctions, or lost link events, you **MUST** report this to the FAA via COA reporting.

**D/N.** day or night? # of **TO/L.** Number of take-offs and landings (hopefully they are the same number :) COA reports want “Number of flights (per location, per aircraft)”

**Total Flight.** Use a new battery for each line and enter the time after each flight. A convenient list of numbers is located on each page to help determine the most accurate entry. .1=6s .2=12s .3=18s .4=24s .5=30s .6=36s .7=42s .8=48s .9=54s For each battery, make sure you log cycles at the bottom. This way you can keep track of when to fully discharge the drone battery based upon the manufacturer’s recommendations.

**SQWK.** Squawk section where you list any issues you discovered during flight. Instead of putting all of this in the notes section, just write “sqwk” and you’ll know to look at the bottom. In that section, You look for the number corresponding to the line number because all of the squawks go into the bottom box.

You can keep track of firmware updates by listing them below the battery section.

When you are finished with a page, add all the numbers up, sign the page, and **cut off** the corner of the page.

This make it easy to find the most current tab using your thumb.

**\*61.51(b)** (Solo/PIC/ground training received, flight training received, sim. Instr.) **Sec. 333** (Training/Proficiency/Experience) Optional (\$/Testing/Recreation)  
 \*\* (Mem Card[1,2,3] Batteries[A,B,C], VO Name, NOTAM, COA#, POA, Invoice#, SQWK). Time conversion .1=6 .2=12 3=18 .4=24 .5=30 .6=36 .7=42 .8=48 .9=54

Date Aircraft Ident/Ex# Location (City, State) Type of Flight\* D/N & # of TO/L

Make /Model Coordinates (Lat/Long)- DD/MM/SS

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

I certify that this record is true and correct to the best of my knowledge. SQWK:

A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ Page  
 D \_\_\_\_\_ E \_\_\_\_\_ F \_\_\_\_\_ Total  
 G \_\_\_\_\_ H \_\_\_\_\_ I \_\_\_\_\_ Amount  
 J \_\_\_\_\_ K \_\_\_\_\_ L \_\_\_\_\_ Forward

\_\_\_\_\_  
 Signature Date

Total

**\*61.51(b)** (Solo/PIC/ground training received/flight training received/ simulator) **Sec. 333** (Training/Proficiency/Experience) Optional (\$/Testing/Recreation)

\*\* (Mem Card [1,2,3] Batteries [A,B,C], VO Name, NOTAM, COA#, POA, Invoice#, SQWK). Time conversion .1=6 .2=12 3=18 .4=24 .5=30 .6=36 .7=42 .8=48 .9=54

Date	Aircraft Make /Model	Ident/Ex#	Location (City, State) Coordinates (Lat/Long)- DD/MM/SS	Type of Flight*	Notes**	D/N & # of TO/L	Total Flight
1	DJI /P2	N12345 #12345	601 Biscayne Blvd (Miami, FL) 25°46'52.5"N 80°11'19.8"W	\$	Cards(1,2,3,4), Bat.(A,B,C), VO Dwyane Wade, SQWK	D 5	61.3 1
2	Freefly Systems Alta	N12346 #13867	Area 51, Nevada 37° 14' 6" N, 115° 48' 40" W	Training/ Testing	Cards (3,4) Bat. (A,B), VO Will Smith, SQWK	D 2	14.7 2
3	DJI/ S1000	"Force"	Second shuttle bay, Death Star Eh, somewhere near a planet, but we just blew it up so I don't know.	Recreation	Lord Vader was stressed so we flew a little. VO – C3P0, SQWK (A)	1	10.2 3
4	"	"	Shield Generator Access Door 3, Endor (No map coordinates for this planet).	Recreation/ Testing	Lord Vader still stressed because he has family problems so we flew through the forest. Testing gimbal and motor. (A)	D 2	15 4

5

6

7

8

9

10

# EXAMPLE PAGE

I certify that this record is true and correct to the best of my knowledge.

Signature \_\_\_\_\_ Date \_\_\_\_\_

SQWK: 1. Experienced problems with B battery on its second flight. Also, front right motor felt very hot after landing. 2. Alien attacked the president and we shot it. Problem was it nicked the drone. We flight tested and it appeared to be in working order after replacing the prop. 3. R2D2 squirted oil on back left motor so we have to clean it. Also, an ewok hit the gimbal with his stick.

A	III	B	II	C	Page
D	E	F	F	Total	101.2
TO&L Dam./Equip.	Mal./	Lost Link	Amount	Forward	125.6
Total	Total	Total	Total	Total	226.8