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## Jeppesen pilot logbook instructions

Logs are not just a way to monitor flight time and training. They represent you as a pilot, your personality and your abilities. If you apply for a cockpit job, you will be hired not for the certificate you have, but for the experience and knowledge you have built over time that will make you a successful and safe professional pilot. In this process, logs may be more important than you think. In some cases, they'll determine your ability to recruit you. We talked to Brooks Butler, the chief of PSA Airlines' pilot, and Eric Graser, the pilot and employee at ExpressJet Airlines, about what they're looking for in the logs during the lease. Their tips and tips come from hundreds of log reviews over the years... And believe me, they've seen it all. Form Good Habits Early First Diaries are usually the most messy and disorganized. This makes sense: When you start training for years, you have to make some mistakes and that's fine. But if your goal is to be a professional pilot, you should try to log flights as a professional from 1 January 2016 to 31 December 2016. Does that mean you have to be perfect? Nope. It just means it's something you should worry about and spend effort on each and every time you write an entry. A log is essentially a legal document, so make sure it is legible, organized, signed and properly shared. If you can, find a good electronic program to start recording flight times along with a paper copy early. She'll save hours later. Don't forget to document logs and save them with pictures or scans. I personally take pictures of each new shared page and keep them in a file that is on my laptop and synced to a web server. If you lose the only copy of the log, you will lose dozens of hours of progress, and much of it will be difficult to re-record accurately. Protect them by keeping them safe somewhere. Psa and ExpressJet's electronic logs strongly recommend pilots to use a reputable electronic program to record flight times. Eric and Brooks stressed the importance of using a dedicated diary app instead of trying to design their own spreadsheet. Self-produced spreadsheets contained the most errors, inaccurate information and are generally designed less professionally. So which electronic log should you use? There are many options out there, but both recruiters say that the program is not important almost as much as the format. Here are some of the most popular options: LogTen Pro X and ForeFlight Logbook. How many logs should you have? It doesn't matter. If you have 6 or 7 logs, that's fine. Make sure that each log is shared at the end and that the times are accurately transferred to the next log. In one case, Brooks saw that flight times were inaccurate for up to 20 hours between new and old logs. Large professional pilot logs are the best, if possible. Bring everyone to the interview, electronic copies and handwritten books. In the aviation world, pilots Use small outing books to keep track of your flights and duty times before they have time to extract the physical log to make entries. These excursion books are not professional documents and should not be used as such by both pilot recruits. So don't bring 25 or 50 of these little books as a record from flying experience. Logs must be logged correctly. Be careful with how and what you write Sit and focus before you start writing. It may sound simple, but the more you think about what and where you're entering entries, the less mistakes you make. If you sign up and already have air travel time, be sure to include flight numbers and routes in the comments, along with the approaches you have taken. It is always necessary to use blue or black ink pens - Even for individual entries, if possible. Avoid the pencil if you can. The signature on each page must be in the pen, with each signed page. Correcting it is easy to make mistakes, especially as you are starting a flying career. When you make a mistake, the corrections are all about cleanliness. Cross the error with one line and write to the margin see next line for correction. The best way to do this is to rewrite the correct entry on the bottom row and make it clear that the previous line contains an error. Other forms of correction, such as bleach, may be acceptable, but this may depend on the interviewer's preference. Brooks didn't mind using bleach, while Eric said he generally doesn't see himself as professional. Anyway, it's not a big deal. Common problems The most common problems in the log are unsigned pages, incorrect totals (especially when single and multi-engine times don't match the total time), totals that don't match separate logs, and strange or large-scale comments written next to entries. Specifically, here are some of the most unusual problems these recruiters have encountered when reviewing logs: Off for more than 20 hours on a joint.4 to 5 inches of self-made, unwritten flight log spreadsheets, none of which was tied together (Hint - Didn't get a job that day) No interviewer will do your sum for you. I forgot to bring the diaries for the interview. Comments Section: 10 meters above ground - low passage over my house. Notes Section: Landed immediately after the tornado passed... The interview committee investigated the pilot's decision to investigate why he landed so close to the storm. Logging flight time as an SIC when an aircraft is certified for single-pilot operations. Regardless of whether insurance requires another pilot, it is often not considered a loggable flight time. Make sure you fly and harvest the legal time. The control ride error is not in the application, but is listed in the log. Not revealing failures in a control is a terrific way to start an interview. Diaries Beyond Salvage Do not worry if you think your diary is relentless and beyond salvation; you have a few options. Brooks mentioned that when the applicant comes with rewritten diaries (in addition to the original) explaining that they want to present their most organized and professional entries, the interview panel is always impressed. This additional effort goes a long way in proving how much you care about your professional appearance at a potential flight rental department. Alternatively, make sure that your electronic logs are correct and up-to-date, and explain to the interview panel that you have spent extra effort to present organized and clean entries to ensure that your electronic copies are accurate and ready to go. They won't usually do or interrupt an interview, so don't highlight the mistakes you've made over time. But the diaries are a great representation of you as a pilot. If you want to introduce your most professional self to a potential employer, keep them well organized, clean and accurate. Brooks summed it up perfectly. It gives a lot of relief to the interview, to say whoa, look at this. I have a great sense of security when choosing to hire a candidate when records are well organized. As in control, the control is not usually going to fail on a single item. It's the culmination of mistakes and problems. It's the same with every interview. Don't let inaccurate or relentless diaries subtract points from your interview. Logs are an easy problem to fix, and one of the best ways you can prove your professionalism. What do you think? Have you run into a log problem before? Tell us in the comments below how you want to report your flight time. Become a better pilot. Subscribe to the latest videos, articles and quizzes to make you a smarter, safer pilot. Pilot logs may be one tool on which pilots train very little. But it can't be that hard, can it? When you're a student pilot, working in a diary is something that becomes second nature when you plough through your lessons and build valuable time. You can get quite accurate filling out different fields and fields, checking and re-checking your maths. I was there when I applied for my first flight service. Everything was very beautifully organized in my Diary of Jeppesen Pro – the industry standard for the official hard copy of the pilot logs: Total Time, PIC Time, Dual Given, Multi, Complex, Instrument, Night, Turbines, etc. Each line that was properly filled with black ink is recorded correctly. It wasn't hard to copy the sum into the app or my resume. After a few months on the plane, my diary started collecting dust. I simply didn't regularly update the time I was ingested by the employment of aviation life. Not to mention, I haven't seen many other guys filing up their diaries after every year. Error number one, which a pilot can make in his log, is not updated. And I made that mistake! This meant hours of catch-up time, reconstructing log time from crew scheduling reports when it came time to meet the next 8710 and Use. There are a few other log errors that pilots usually make. Let's take a look. Error #1: Not Keeping Your Logbook Updated Falling into a rut is all too easy, but really, you have no excuse when it comes logging flight time. Many pilots who are comfortable in their careers stop logging time. After achieving a specific certificate, rating, or job, it is very common for a log to be placed on a shelf. Don't let this happen to you – even in the years that happen to you in your career. For? You risk losing accurate and valuable records of your experience: it is necessary to compete for the work required to obtain the certificates and ratings required to testify about your aviation during the challenge it was never easier to update the log. Most airlines now use ACARS or some other data recording system in all operations that are transmit OOOI times (Out, Off, On, In). Before the automation provided by ACARS systems, OOOI times were provided manually. By requiring precise flight time and duty – from a regulatory point of view or otherwise – basic flight times are very accessible to pilots. Remember that the generally accepted definition of block time is equal to the total time for the flight segment for pilots operating in accordance with Part 121 FAR. This time is generally defined from the point where all the boarding and loading doors are closed in preparation for departure and the parking brake shall be released until the parking brake is adjusted on arrival before opening the boarding and/or loading doors. Flight time data are then normally reflected in the carrier's crew management computer system. These systems typically have an online access function from which crew members can obtain flight time data. Long-story-short: with this level of access, pilots can easily update their personal log records, both manually and through automated computer software. When it comes to software, there are several possibilities in the market... like paper logs. Here you must use the available data to fill out the log. And that you do it regularly. Here are my recommendations based on personal experience, in order: Keep track of your flight activity in the smartphone or tablet app, which is copied/exported to a robust log program for compilation/recording/archiving, and regularly reporting Write your flights in your pocket log (that is, Little Red Book or similar) to download a robust logbook program for compiling/recording/archiving i regular reporting Record your flights u pocket log, a download u permanent detailed diary of ma style book how the method i medium useful for logging your annual activity, this regular. If you're using an app or pocket log, you shouldn't have a problem recording each segment after completion. If you ever miss a segment, don't delay running the company's crew, scheduling to get numbers. In any case, schedule a log and update scan as a monthly task for yourself to keep everything accurate and up to date. Error #2: Not Logging The Details When you have selected the methodology and medium (and I highly recommend that you make some kind of electronic log, even if it is a simple Excel spreadsheet that you create yourself) you have the option to log virtually every aspect of each year. In the slightest example, I recommend recording the following: Date A/C Type A/C Registration and/or ship # Airport/City Pairs Total PIC/SIC time when night instrument takeoffs Landings This list is really a bare bone minimum. If necessary, other times may be extrapolated from these values (such as turbine, turbine-PIC, complex, between countries, approaches, etc.). Note on approaches – Part of 121 pilots based on continuous qualification (CQ) or repetitive flight training (RFT) is always up to date on approaches. However, according to their operations specifications (OPSPECS), some carriers need pilots to track or report on certain complex approaches (CAT III/III or RNAV RNP). It's compelling for pilots to record approach types, regardless of whether they are needed to do so. I encourage you to report as many details as possible. You never know when this information will come in handy if it doesn't serve as a memoir of your flying career. Error #3: Don't keep the backup I found out about this error hard way when I was in college and working on my commercial pilot certificate. I left my flight kit, which included my pilot's diary, which was closest to me and was the most sworn - my first - in a car parked in my apartment. He broke into that house one night, and I was the victim. The flying bag and its contents were stolen and never found. I had to reconstruct flight time from my flight school records, flight instructor logs, and all signed and endorsed by the school and my CFI. What I couldn't teach was my favorite memories. My first lesson, the first solo and all the first private instruments were lost. From this point on I tried to make photocopies of my diary every so often and to bring these copies into a safe storage space. Now that I go 100% electronic I have a backup logbook computer file copied on my home computer as well as in my cloud storage to update everything at the same time as I make new entries. In addition, I use the log program report function to print hard copies of the log every so often. In conclusion, I encourage you to keep your diary. Even if you think you'll never have to fill out a role again, you just never know when this information will come in handy. Make it a monthly log catch-up routine so you can avoid the experience of making a big catch-up on your log before filling out 8710 or applying for work. Sign up as far as you can stand, as everything can come convenient, and it's all about the reliance of your career record. Finally, keep the backups! Did you like it? Take a second to support Kris Pierson on Patreon! Patreon!

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