

Drone Flight Log Template

A free Part 107 flight log with pilot and aircraft records and automatic totals

Updated October 21, 2026

Pilots

Pilot name	Certificate no.	Last test or recurrent training	Current through

Aircraft

Aircraft name	Make and model	Serial no.	FAA reg. no.	Reg. expires

How to use it

- Fill in one row per flight, on the day you fly. Log the bad flights too: aborted takeoffs, warnings, batteries pulled early.
- Keep the original flight log files from the aircraft. They back up what you write here.
- Total the flight minutes at the foot of each page and carry the total forward.
- Part 107 does not require a routine flight log. This is an optional record, not an FAA form.

Page _____

Total to date

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Page _____

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Brought forward	
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Quick reference

The flight

Flight ID: Makes one flight easy to find again in a client query or an insurance claim.

Date: Anchors the flight to the weather, NOTAMs and airspace status of that day.

Takeoff (local): With the landing time, gives the flight time and places the flight in the day.

Landing (local): Closes the flight. A flight past midnight still works out correctly.

Flight time (min): Adds up to the flights and hours on the Totals tab.

Who flew

Remote PIC: Shows who was legally responsible for the flight.

Certificate no.: Ties the flight to the pilot's Part 107 remote pilot certificate.

Visual observer: Records who else was part of the crew that day.

The aircraft

Aircraft: Builds the hours for each airframe, which drive its maintenance.

FAA registration no.: Every Part 107 aircraft has its own registration number.

Serial no.: Ties the flight to the exact airframe, even after a registration change.

Batteries used: Lets you count cycles and spot a battery that keeps causing trouble.

Battery at landing (%): Shows you kept a margin, and flags flights that ended too low.

Where, and under what authority

Location: Lets you find every flight at one site.

Takeoff coordinates: Proves where you actually were, more precisely than an address.

Airspace class: Class B, C and D, and Class E at the surface around an airport, need ATC authorization before you fly.

Authorization or waiver no.: Shows the flight was allowed in that airspace, or under that waiver.

Operation type: Makes clear which set of rules the flight was flown under.

Client or job: Turns the log into proof of work for invoices and clients.

Purpose: Separates paid work from training and test flights.

Conditions and checks

Wind (mph): Shows the wind you flew in, against the wind limit of your aircraft.

Weather: Part 107 needs at least 3 statute miles of visibility from the control station, and 500 ft below and 2,000 ft sideways from clouds.

NOTAMs and TFRs checked: Records that you checked airspace restrictions before the flight.

Preflight check done: Part 107 requires a check that the aircraft is safe before every flight. This records that you did it.

Max altitude (ft AGL): Part 107 sets 400 ft above the ground. Within 400 ft of a structure you may go higher, but no more than 400 ft above its top, unless a waiver allows otherwise.

What happened

Anomalies and notes: The most useful column. A log that includes the bad days is the one people believe.

FAA report needed: Serious injury, loss of consciousness, and damage to other property costing over \$500 to repair (or worth over \$500 if destroyed) must be reported to the FAA within 10 calendar days (14 CFR 107.9).

When to report to the FAA

Within 10 calendar days, if anyone is seriously injured or loses consciousness, or if property other than the drone is damaged and costs more than \$500 to repair, or was worth more than \$500 if destroyed. File the report in FAADroneZone (14 CFR 107.9).

Staying current

A remote pilot must have passed the knowledge test or finished recurrent training within the previous 24 calendar months (14 CFR 107.65). Training in March 2026 keeps you current through March 2028. The certificate itself does not expire.

Registration

Registering a drone for Part 107 in FAADroneZone costs \$5 per drone and lasts three years. Copy the expiry date from the certificate.

How long to keep it

Part 107 sets no retention period for a routine flight log. Insurance claims and disputes can come up years later, so keep the log and the original flight log files for good.

Skip the typing

DroneBundle fills in every flight from the flight log itself, files it to the right job, and keeps the hours for each pilot and aircraft.

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