

Preparation for a Flight Review

Dear fellow aviator,

Thank you for scheduling a flight review or IPC with DW Aviation, LLC. If this is your first flight review or IPC, don't worry! It's not nearly as stressful as an FAA checkride. The FAA has published great documents which describe what your instructor will be looking for throughout the review ([click here to view](#) or search the FAA document "AC 61-98D"). Essentially, you will be assessed throughout the flight review to make sure you're prepared on the ground, are aware of regulatory/airspace/security/weather and related issues, have good aeronautical decision making, have good physical aircraft handling, and a good knowledge of systems. After all, you're already a certificated pilot so a flight review is simply to get a second set of eyes on your flying and provide feedback to make sure you're safe, legal, and aware of recent changes.

A flight review or IPC is often easier to complete satisfactorily if you're flying regularly (active CFIs tend to have no problem) but either way there might be some weaker areas of knowledge or performance. As such, if you review in advance the FAA recommended resources, POH for the aircraft, and airspace regulations beforehand it'll greatly improve your chances of first-time success. Both types of flight review will be VFR, however an IPC will be conducted with you mostly wearing a view limiting device like a hood or foggles. Feel free to use whatever planning tools are available to you and within your scope of ratings. Here are some important notes and steps to prepare for your review.

- The schedule will be similar to a checkride: ground school first at the DW Aviation office, and the flight after. If all goes well, both portions usually take about 3 hours total.
- **SHOW UP WITH YOUR LOG BOOK!** Your instructor can't endorse you if there's nothing to endorse.
- Please complete the [New Client information form](#) prior to the flight or have with you a printed and completed New Client information sheet.
- Ensure that you have **with you all documents required to act as PIC, and all are current and valid.**
- Plan for a **230lbs** instructor and a **10lb** bag in the back-seat.
- The initial deposit for the first attempt of your flight review must be **paid prior to the start of the flight review**. The fees for the aircraft can be found on the [Aircraft rates page](#). If there is a balance due after the ground or flight, this must be paid prior to any logbook endorsement.
 - DW Aviation can be paid in cash or on Venmo @DWAviation.
 - In the event there's an area during the ground or flight which is unsatisfactory for a sign-off, that's fine... it happens to everyone sometimes! The retest will be billed hourly for instructor and aircraft, and funds previously deposited can be counted towards this (when applicable).
- In addition to the items detailed by the FAA for either a flight review or IPC, your instructor must see 3 successful unassisted take-offs and landings during the flight, along with safe and competent aircraft handling and ADM for a successful completion and signoff.
- Be ready to talk about PAVE/IMSAFE/AVIATES/91.205. It is recommended to also be familiar with the FAA's [Airport Watch program](#).

Scenario: You and a friend are flying to Flagstaff, AZ (KFLG) to see a concert starting at 17:00 the day of your flight. You heard that there may be a fly-in for GA pilots at the Flagstaff-Pulliam Airport that afternoon so it might be pretty busy. Tickets are non-refundable. The event will be over at 23:00 that night at which point you will be returning home. Plan using whatever tools and methods you prefer appropriate to your flight review type, but be able to explain your flight planning process.