
DRONE'S VIEW CANADA

Flight Review Day

The week before, the night before, the morning of — three checklists for candidates sitting the Canadian Advanced RPAS flight review.

FREE • 2026 EDITION

3

CHECKLISTS

9

EXERCISES COVERED

0

EMAIL REQUIRED

FREE CHECKLISTS

Three lists, and why they work

Most candidates arrive at their Advanced flight review slightly rattled, and almost none of it is about flying. It is about having left at six, not having found the entrance, and discovering in the car park that the spare battery is at 40 per cent.

All of that costs you in the ground portion of the review — which is where most of the assessment actually happens. Work these three lists and you will arrive with nothing on your mind but the review itself. That is worth more than an extra hour of practice flying, and it is entirely within your control.

WRITTEN BY A FLIGHT REVIEWER

These checklists are extracted from *The Advanced Flight Review Playbook*, written by a Transport Canada-recognized RPAS flight reviewer. They prepare you for a review conducted by **any** reviewer, anywhere in Canada. This material confers no advantage with, and imposes no obligation on, any flight reviewer — including its author.

This is preparation material. It is not a flight review, it is not ground school, and it is not a Transport Canada publication. Nothing here promises or implies a particular outcome: the assessment on the day belongs to the reviewer conducting it.

Free to download, print and pass on, provided it is shared unchanged. No email required.

Before you start: the four things that end reviews early

Before your review begins, your reviewer is required to confirm four things. That is the complete list for an Advanced review, and it is where reviews end in the first twenty minutes.

1. **Your identity**, against valid government-issued photo identification.
2. **The aircraft is registered** — the specific airframe in front of you, not one of your others.
3. **Procedures are established** under CARs 901.23, in a form you can produce.
4. **You have passed the Advanced Operations exam**, confirmed through the Drone Management Portal.

Note what is *not* on that list: proof of ground school. There is no ground school requirement for the Advanced flight review. That obligation belongs to the Level 1 Complex review, and the two are frequently confused.

Scope. This document covers the **Advanced Operations** flight review only. The Level 1 Complex certificate has a separate flight review, assessed against a different list of exercises; those exercises do not apply to an Advanced review and are not covered in this book.

CHECKLIST ONE

The week before

The only list with real work in it. Everything here takes an evening, and most of it you keep afterwards and use on every job.

DOCUMENTS — THE ONES THAT END REVIEWS

- ☐ Written normal operating procedures: pre-flight, take-off, launch, approach, landing, recovery.
- ☐ Written emergency procedures covering all seven required situations — control station failure, equipment failure, aircraft failure, lost link, fly-away, flight termination, and detecting and avoiding conflicting traffic and hazards.
- ☐ Those procedures match my actual aircraft and do not contradict its manual.
- ☐ They are on a device offline, or on paper, and I have read them this week.
- ☐ Certificate of registration for the exact airframe I am bringing, saved offline and printed.
- ☐ Operating manual for my system, saved offline.
- ☐ My existing pilot certificate and my recency record.
- ☐ I know whether a declaration exists for my model, and what operations it covers.

ACCESS — DO THIS NOW, NOT ON THE DAY

- ☐ Logged into the Drone Management Portal successfully this week.
- ☐ My account number and exam pass reference written down on paper, not only in an app.
- ☐ Confirmed with my reviewer: the location, the time, and what they want me to bring.
- ☐ Asked whether the site is in controlled airspace, and sorted the authorization if it is.

THE AIRCRAFT

- ☐ Registration number checked on the airframe, in good light, today.
- ☐ Marking is durable and will survive handling — not lifting, not worn.
- ☐ Firmware updated, and updated far enough ahead that I have flown it since.
- ☐ Propellers inspected, spares packed.
- ☐ All batteries cycled and charged, including the controller and any tablet.
- ☐ Aircraft flown at least once this week, so nothing is a surprise.

PREPARATION YOU CAN ONLY DO OUT LOUD

- ☐ Built one full site survey for the review location, covering all eight factors of CARs 901.27.
- ☐ Practised the airspace answer aloud: class, vertical extent, chart, nearest controlled airspace and its floor, nearest aerodromes, cross-check.
- ☐ Practised the emergency answers aloud — lost link, fly-away, control station failure, battery, injured bystander, airspace incursion.
- ☐ Decided my personal weather limits for this airframe with this payload, in numbers.
- ☐ Calibrated my distance estimation — paced out 30, 50 and 100 metres and flown to them.
- ☐ Practised a controlled reposition on the ground control station alone, then reacquiring visually.

THE FIRMWARE TRAP

Do not update firmware the night before. It means flying an aircraft whose current behaviour you have never seen, and firmware changes failsafe defaults more often than people expect. Update early enough in the week that you have flown it afterwards, or do not update at all.

CHECKLIST TWO

The night before

No new work. This list is entirely about packing and sleeping.

CHARGE EVERYTHING, THEN CHECK IT CHARGED

- ☐ All aircraft batteries at their storage-safe full state, and I have looked at the actual percentages rather than assuming.
- ☐ Controller charged. Tablet or phone charged. Power bank charged.
- ☐ Cables packed — including the one that connects the controller to the device, which is the single most forgotten item.

PACK THE CASE

- ☐ The correct airframe, and I have confirmed which one it is.
- ☐ Propellers on or packed, plus spares.
- ☐ Landing pad if I use one.
- ☐ Identification — valid, unexpired, photo, with name and date of birth.
- ☐ Printed pack: registration certificate, procedures, site survey, portal references, pilot certificate, recency record.
- ☐ Same pack on a device, offline.
- ☐ Notebook and a pen that works. You will be recording take-off and landing times.
- ☐ Charts and Canada Flight Supplement access confirmed working offline.

LOOK AT TOMORROW

- ☐ Checked the forecast for my flying window — wind and gusts at altitude, temperature, visibility, cloud, and the trend.
- ☐ Compared it against my personal limits and formed a provisional view.
- ☐ Checked the route and travel time, and added margin.
- ☐ Know exactly where I am meeting my reviewer, and have their phone number.
- ☐ Found and noted the civic address of the site, for the emergency plan.
- ☐ Alarm set for a departure that gets me there thirty minutes early.

DO NOT REVISE TONIGHT

Read your own procedures once and your own site survey once — those are the two documents you will be talking from — and then stop. Sleep is worth more than another hour of reading.

CHECKLIST THREE

The morning of

BEFORE YOU LEAVE

- ☐ **NOTAMs checked this morning.** Note the time you checked. This is the one item that cannot be done in advance.
- ☐ Weather rechecked against last night's forecast, and my go/no-go view updated.
- ☐ Battery percentages confirmed on the actual batteries.
- ☐ Documents pack and device pack both physically in the car.
- ☐ Eaten something. Water in the bag.

WHAT TO WEAR

- ☐ Dressed for standing outdoors for two hours in whatever the weather does — colder than you think, because you will be stationary.
- ☐ Layers, and a waterproof regardless of forecast.
- ☐ Sunglasses you can fly in, and a brimmed hat. You will be looking up, toward the sun, for an extended period.
- ☐ Boots or shoes you can walk a rough field in.
- ☐ High-visibility vest if you use one operationally — and if your procedures say you wear one, wear it.

ON ARRIVAL

- ☐ Arrive thirty minutes early. Sit in the car if you are early; do not arrive late having driven fast.
- ☐ Walk the site before the review starts. Look at it with your own eyes rather than relying on the survey you wrote at the kitchen table.
- ☐ Update the survey if the site has changed — unexpected people, a wet field, a machine working next door.
- ☐ Lay your kit out so it is easy to get at, before the briefing begins. This is an explicit assessment criterion.
- ☐ Phone on silent, but reachable.

Six things that make a difference on the day

Talk

Almost everything assessed is invisible unless you narrate it. Name what you check and what you find. State the take-off time out loud. A check performed in silence is indistinguishable from a check not performed.

Answer the whole question

Being asked to expand is not a signal you got it wrong — it usually means you gave half of it. Reviewers may ask for a complete answer. Take the invitation.

Take your time

There is no time limit on the review and no marks for speed. Pause, then give a structured answer.

Say "I don't know" when you don't

Followed by where you would find out. Far better received than a confident guess, which suggests you would guess on a real job too.

Own mistakes as they happen

"That was untidy, I let the height wander" shows you are monitoring your own performance — which is exactly what the review is trying to detect.

Remember who is in command

You are, all day — including the decision on whether conditions are acceptable. If you want to land and re-brief, land and re-brief. It counts for you, not against.

The rest of the picture

These three checklists are Part seven of **The Advanced Flight Review Playbook** — a full preparation guide written from the reviewer's side of the clipboard. It walks all nine exercises in Standard 921.02 one at a time: what you will be asked to do, what is actually being assessed, what weak and strong performances sound like, and what gets recorded on the form afterwards. Plus the pre-review document check, the site survey in depth, six emergency scenarios, and ten specific ways candidates come unstuck.

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Booking an Advanced flight review at Guelph, Ontario? The full Playbook is included at no extra charge with every review.

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