

## UP TO DATE?

Keeping our IFR currency—or recency of experience, if you prefer—is always a challenge. But the concept of “current” also applies to any paper charts we might still carry, plus the electronic databases in panel-mounted or portable GPS navigators. It’s perhaps more important when using an electronic flight bag, or EFB. Yeah, we know: Most information doesn’t change from cycle to cycle. But hundreds of changes occur every 28 days, and heading off into the clag without current data invites confusion and inconvenience, at best. And you know what the worst outcome would be.

Of the two choices—a current GPS database or a current GPS-driven EFB, we’ll take the latter every time. Why? The EFB will have up-to-date charts and airport data, as well as a moving map usually of greater detail than the one in the panel or on the yoke.

The only fly in the ointment is needing to shoot an approach with the panel-mounted navigator. Some allow you to do so when the data isn’t current; some don’t. Check the airplane’s paperwork for the answer.

SE-3, 26 JUL 2012 to 23 AUG 2012