

Lance Avionics Training

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Acknowledgments

Thank you to TCFT for hosting Flywell!

Thank you to Brian Block for project management of the Lance avionics upgrade!

Thank you to Kurt and Zach - great teamwork!

Introduction

Context: this long-awaited upgrade costs \$140k. We want to operate it safely!

Training purpose: provide an orientation to the upgraded Lance cockpit (2026)

Flywell pilot experience: mix of “steam gauge” and FMS

Assumptions - Flywell pilots:

- Know how to use the GTN 650/750 Xi, G5, GFC 500 (AFCS)

- Will view the provided Garmin videos

Flight checkout with Flywell instructors: VFR, IFR

Questions & discussion

Important References

[GFC 500 Supplement](#) (Garmin source: STC SA01866WI MDL Rev 97)

[GTN 750 Xi Supplement](#) (Garmin source: Part 23 STCs (FAA/EASA/etc.))

[G5 Supplement](#) (Garmin source: SA01818WI - v8.27+ - MDL 33)

[G5 Pilot's Guide](#) (Garmin source: SA01818WI - v8.27+ - MDL 33)

[G3X Pilots Guide SSV 9.15](#) G3X pilots guide

[GNC 215 Pilots guide](#)

[CFI and DPE Guide](#)

[GTN Series playlist](#)

[GFC 500](#)

Power up at RC!



First flight!

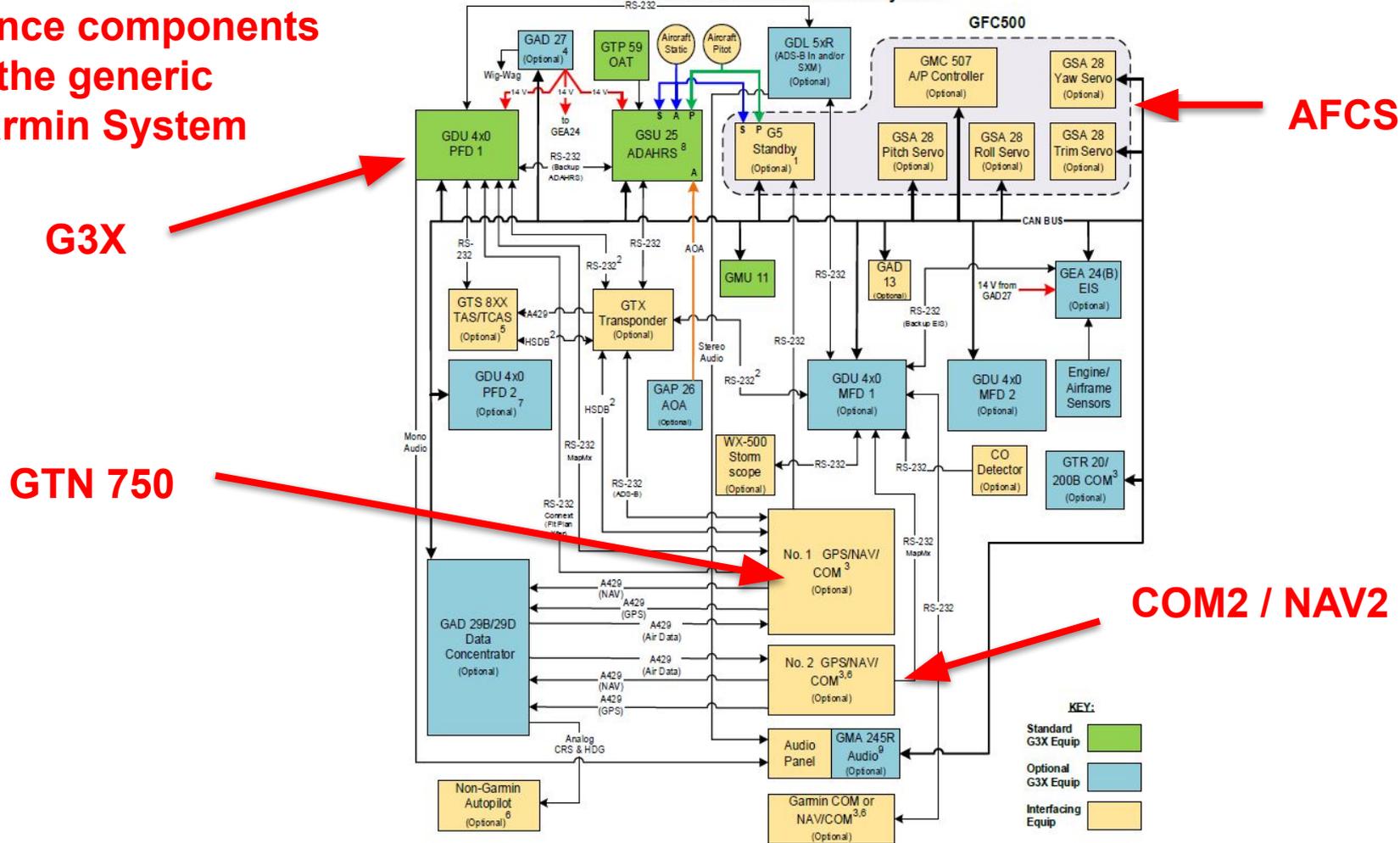


When a picture is worth a thousand words...



Lance components in the generic Garmin System

G3X Touch AML STC Avionics System



Topics

1. Primary Flight Display
2. Multi-Function Display
3. IFR uses of the G3X
4. GFC 500 autopilot
5. Smart Glide
6. Abnormal procedures
7. General tips
8. Warnings and important notes
9. Checklist items

The Primary Flight Display (PFD)



Left Knob

Nearest Button

Direct-to Button

SD Card Slot

Menu Button

Back Button

Right Knob



Left Knob

Nearest Button

Direct-to Button

SD Card Slot

Menu Button

Back Button

Right Knob



Left Knob

Nearest Button

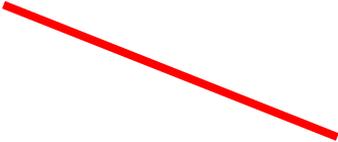
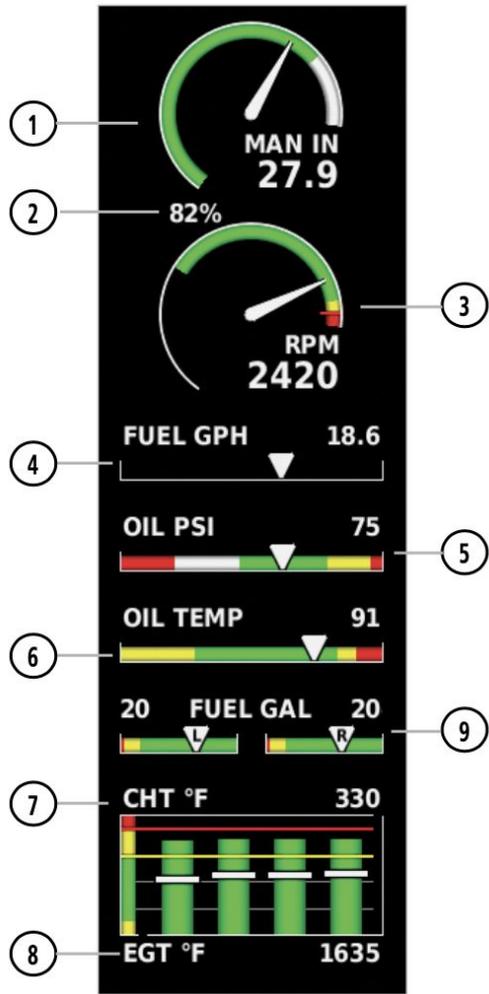
Direct-to Button

SD Card Slot

Menu Button

Back Button

Right Knob



Left Knob Nearest Button Direct-to Button



Left Knob

Nearest Button

Direct-to Button

SD Card Slot

Menu Button

Back Button

Right Knob



Left Knob

Nearest Button

Direct-to Button

SD Card Slot

Menu Button

Back Button

Right Knob



Left Knob

Nearest Button

Direct-to Button

SD Card Slot

Menu Button

Back Button

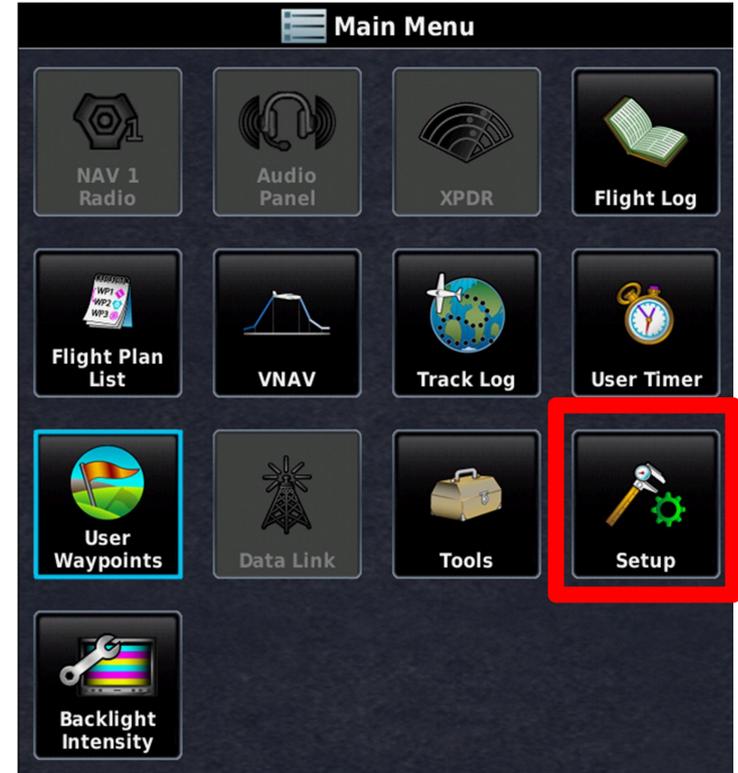
Right Knob

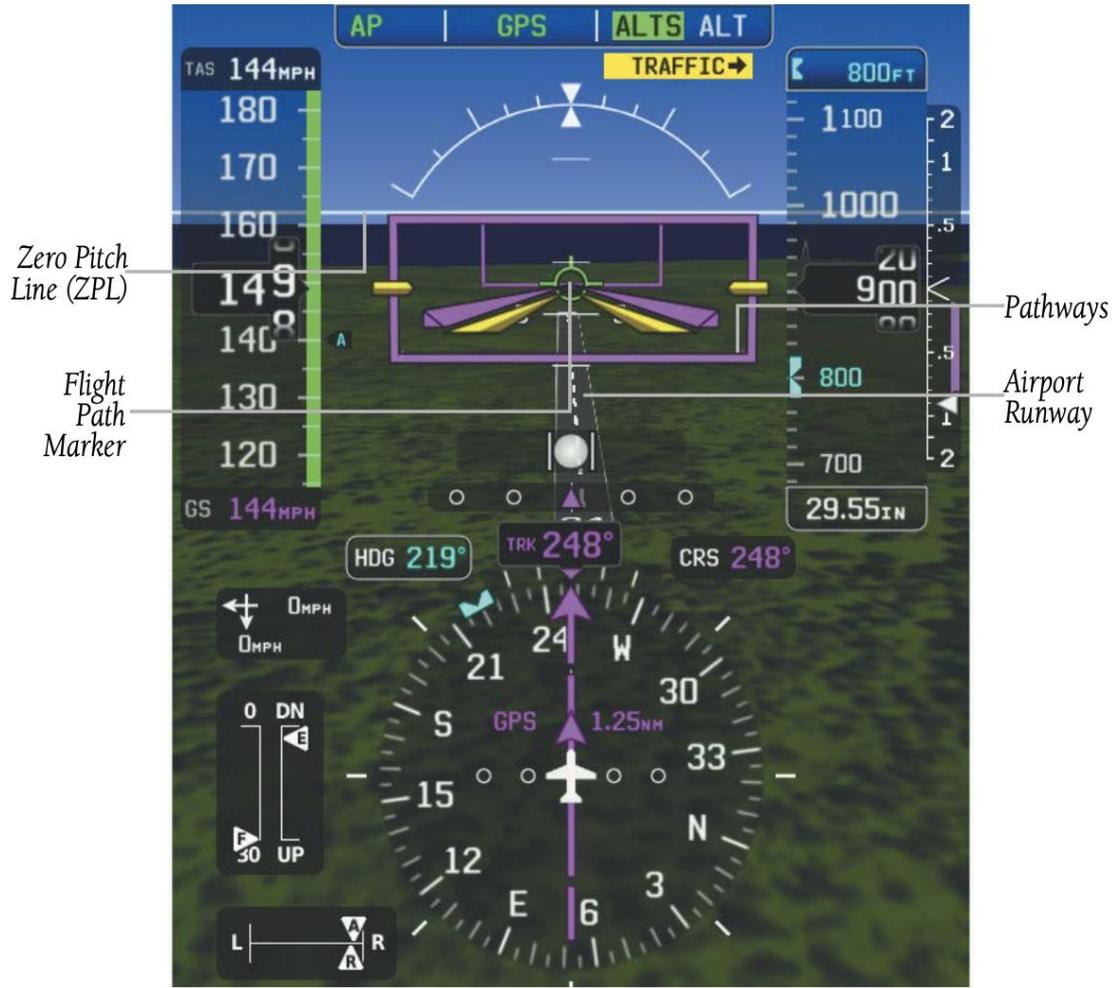


Data Bar - GDU 465 with COM radio



Left Knob Nearest Button Direct-to Button SD Card Slot **Menu Button** Back Button Right Knob

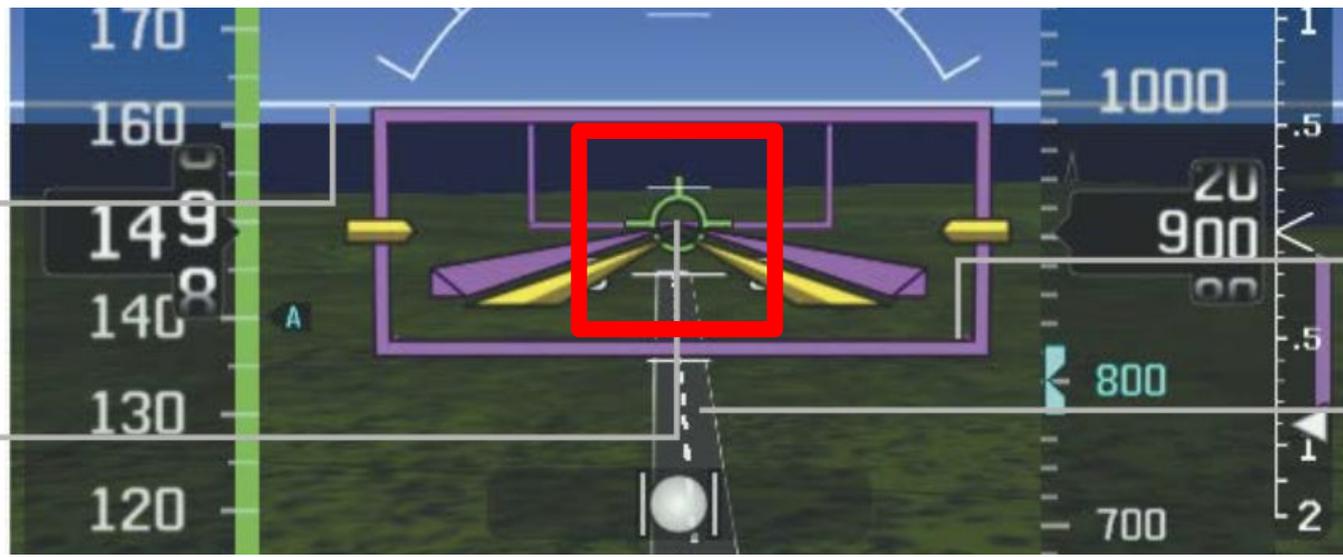




Synthetic Vision

Zero Pitch Line (ZPL)

Flight Path Marker



Pathways

Airport Runway

The Multi-Function Display (MFD)



SD Card Slot

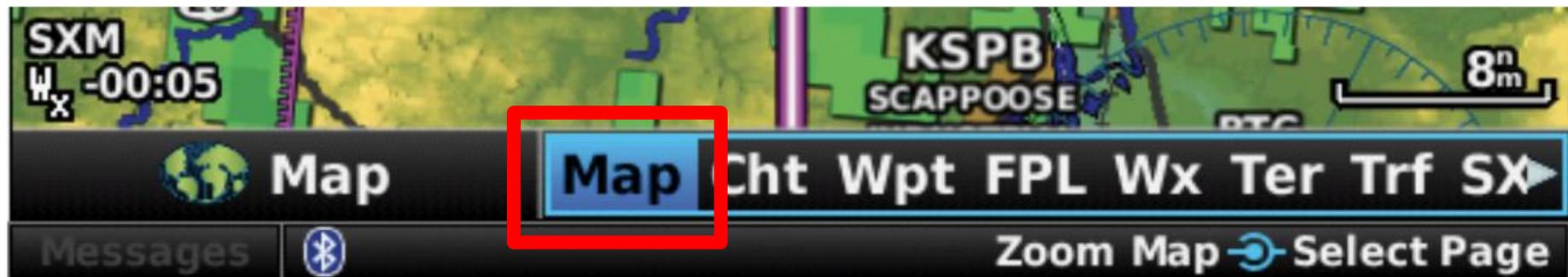
Nearest Button

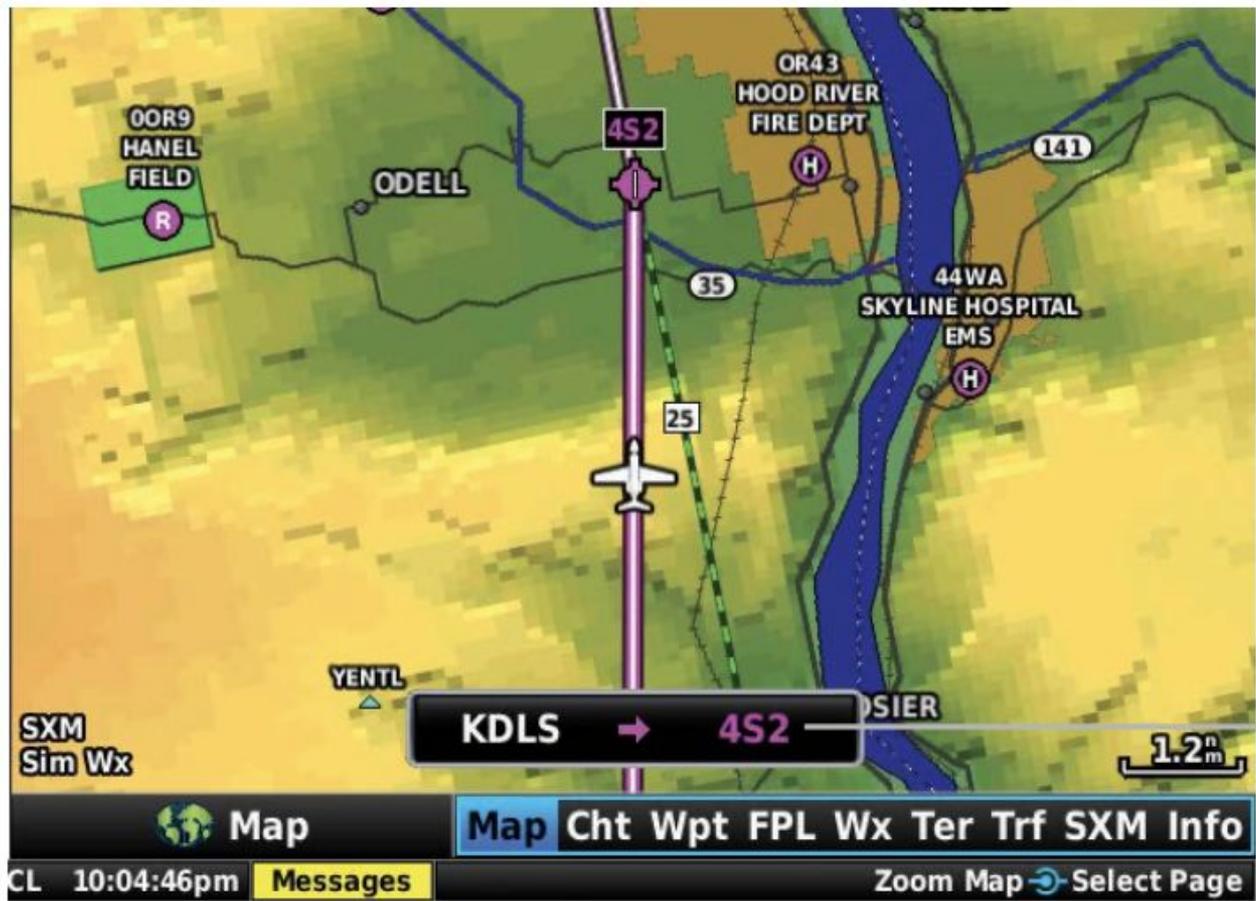
Direct-to Button

Menu Button

Back Button

Knob





Touch to Display Flight Plan Page

Flight Plan Displayed on Map Page

The image shows a screenshot of an aircraft's map page. At the top center, a white box displays flight information: **KLWC 142152Z AUTO**, **16015G21KT 8SM FEW065**, and **34/17 A2987**. A purple line with an arrowhead points from this box to a specific location on the map. A green arrow points to a cluster of purple diamond-shaped map features. A white box in the top right corner contains a compass rose and an aircraft icon. At the bottom, a dark grey data box shows **Weather Info** for **KLWC METAR**, a heading of **293°M**, a distance of **21.7 n**, and coordinates **N 39°00.667'**, **W 095°12.988'**, and **853! MSL**. Below this is a menu bar with options: **Map**, **Map**, **Cht**, **Wpt**, **FPL**, **Wx**, **Ter**, **Trf**, **Info**, **Eng**. At the very bottom, there are buttons for **Messages**, **Zoom Map**, and **Select Page**.

Information Box

Center on Aircraft's Current Location

Bearing and Distance to the Selected Map Feature from the Aircraft's Present Position

Latitude/Longitude Position of the Selected Map Feature

Elevation of the Selected Map Feature

Press button to create a User Waypoint at this location

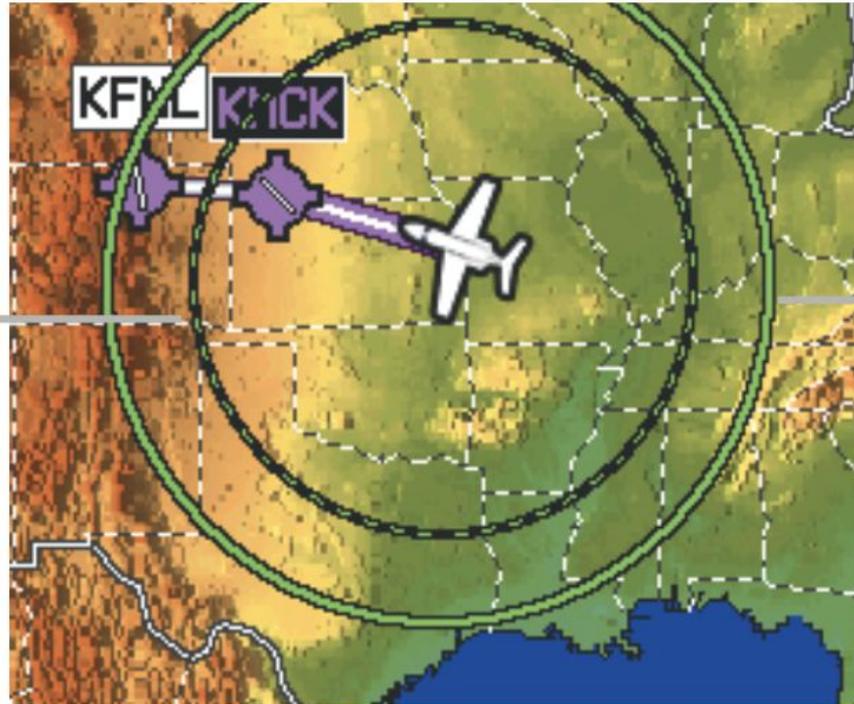
Time to selected waypoint at the aircraft's current speed

Green Arrow Indicating Multiple Features are Present at the Location.

Map Feature (Type and Name)

Map Panning (Map Page)

Range to Reserve



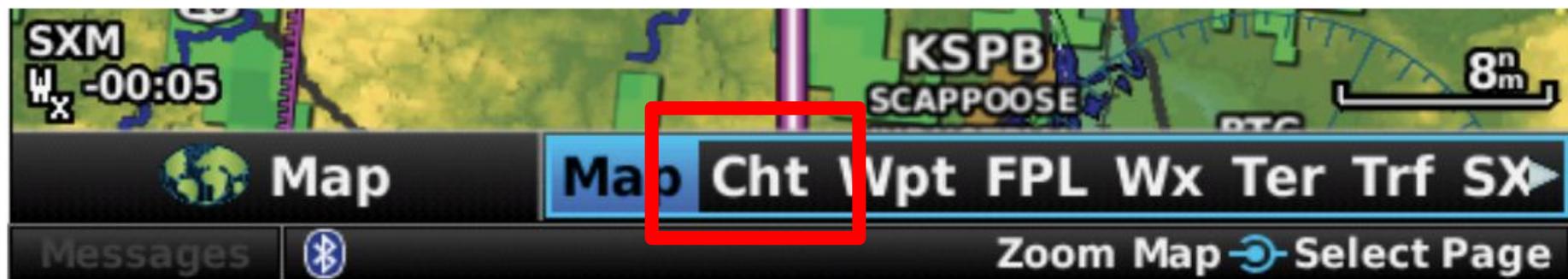
Range to Empty

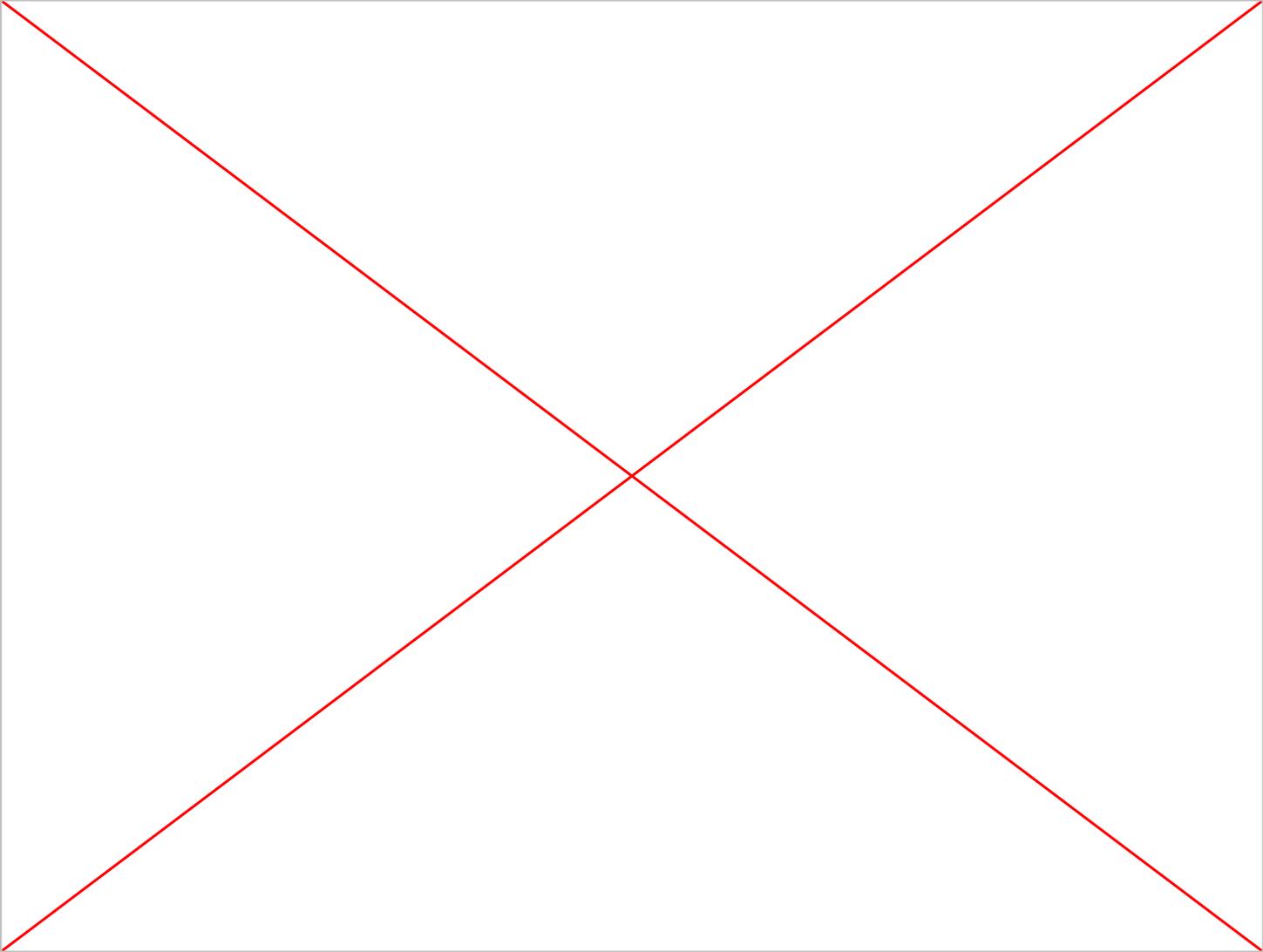
Navigation Map

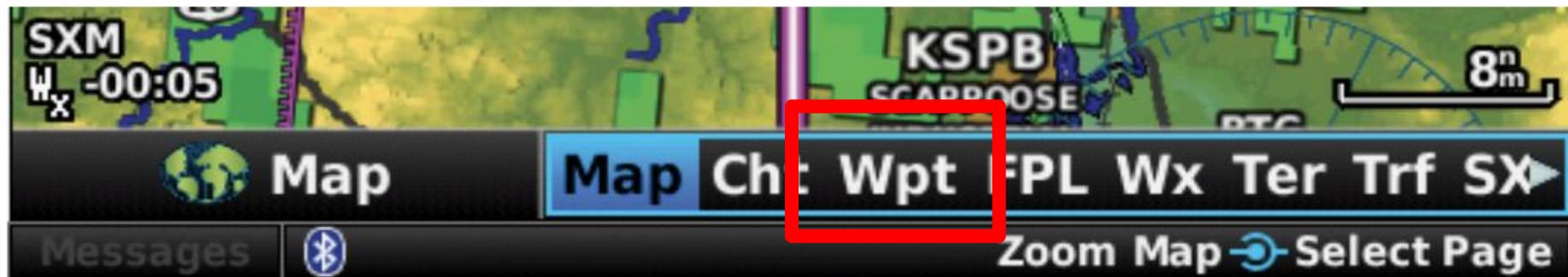


*Selected
Altitude
Intercept
Arc*

Navigation Map







Facility Name
and Location

The screenshot displays the 'Waypoint Page - Info Tab' for KCRQ. At the top, the facility name 'KCRQ' and 'MC Clellan Palomar' are shown, along with 'Public Airport' and 'Carlsbad CA'. Below this, the elevation is '331ft MSL' and the fuel type is 'Avgas, Jet Fuel'. The location is identified as 'SW USA' with a time zone of 'UTC-8 (-7 DST)'. A map shows the selected waypoint 'KCRQ' in Carlsbad, California, with a pink runway highlighted. Other nearby airports like KNFG, KRNM, KNKX, KSEE, KSAN, and CHULA are also visible. The bottom of the screen shows flight data: 'Brg 348', 'Dist 0', and coordinates 'N 33°07.695', 'W 117°16.805'. The bottom bar includes 'Waypoint', 'Map Cht Wpt', 'FPL Wx Ter Trf SXM', 'Messages', and 'Tab / Edit WPT -> Select Page'.

Airport Info

COM/NAV
Freq. Info

Runway Info

Map Showing
Selected
Waypoint

Waypoint Page - Info Tab

Airport

KLWC
Lawrence Muni

Public Airport
Lawrence KS



0.3m

Info

Freq

Runway

Weather

NOTAM

AOPA

Charts

Runway 15-33 ▼

Hard Surface
5700 x 100ft
Left Traffic

Lights Freq
123.000

Wind

15: ↓ 15G21 ← 2G3kt
33: ↑ 15G21 → 2G3kt

*Touch to Tune
Runway Lights
Frequency*

Runway Selection

Airport Identifier

KSBA

Santa Barbara Mun
Santa Barbara CA

Service Icon

Santa Barbara Muni Arpt (KSBA)



Control Tower Hours: 6 am to 11 pm
Facility Hours: 24

Noise Abatement: Remain clear of housing area; no pure jet tgl's or low apch; ctc APM for otr restrictions & info

Obstructions: birds in vcnty

Pattern Altitudes:
1004 MSL Light Aircraft
1504 MSL Heavy Aircraft

Runways:
07-25 6052 x 150, asphalt in good condition, tree ry 07 3100 ft. from runway, fence ry 25 275 ft. from runway, lights DUSK-DAWN
15L-33R 4178 x 75, asphalt in good condition, lights DUSK-DAWN
15R-33L 4184 x 100, asphalt in good condition, tree ry 15r 600 ft. from runway, tree ry 33L 1300 ft. from runway, lights DUSK-DAWN



Info



Freq



Runway



Wx



AOPA



TERPs



Waypoint



Map Cht



Wpt



FPL



Wx



Ter



Trf



SXM

Airport Directory Information

Public Airport
Bremerton WA

APR - RNAV (GPS) RWY 02

Info

RNAV (GPS)
BREMERTON NATL

Chart Expand Button

Waypoint **Map** **Chrt** **Wpt** **FPL** **Wx** **Ter** **Trf** **SX**

Messages **Tab / Chart** **Select Page**

RNAV (GPS) RWY 02
KETCHIKAN INTL (KTN)

MISSED APPROACH Climb to 5000 direct to DOOD and on track 296° to DOOD and hold. Missed approach requires minimum climb of 1000 per NM to 2160; if unable to meet climb gradient RNAV (GPS) &

AFIS 134.45 **ANCHORAGE CENTER** 118.5 284.6 **KETCHIKAN RADIO** 123.6 (CTAF)

Waypoint **Map** **Chrt** **Wpt** **FPL** **Wx** **Ter** **Trf** **SX**

Messages **Zoom Chart** **Select Page**

Touch to Expand Chart

Chart Expand Button

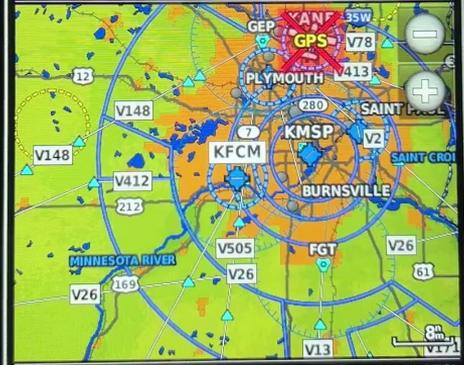
GARMIN

PFID	NAV 1 111.150	NO ADSB 0151 GND	NAV 2 117.300
	STBY 117.300	Timer 00:00	STBY 113.650

KFCM Public Airport
Flying Cloud Minneapolis MN

Info Freq Runway Weather

906ft MSL N CEN USA
Avgas, Jet Fuel UTC-6 (-5 DST)



Brg --- Dist ---
N 44°49.650'
W 093°27.514'

Waypoint Map Cht Wpt FPL Wx Ter

Messages Tab / Edit WPT Select Page

SXM
W_x -00:05

KSPB
SCARBOROUGH

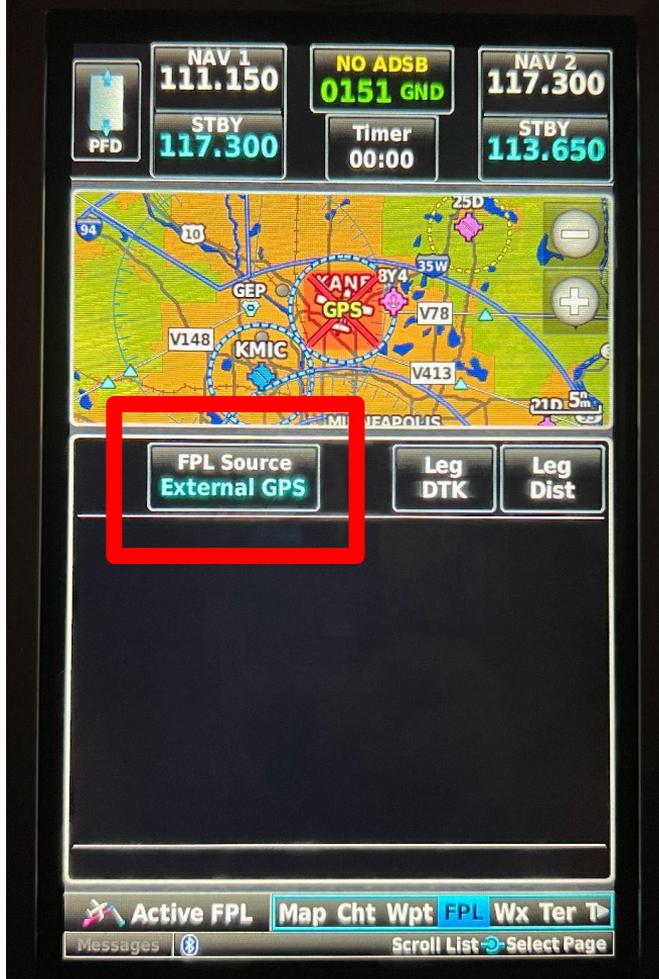
8ⁿ_m

Map Cht Wpt FPL Wx Ter Trf SX▶

Messages Zoom Map Select Page

The image shows a map interface with a menu bar. The menu bar contains the following items: "Map" (with a globe icon), "Cht", "Wpt", "FPL", "Wx", "Ter", "Trf", and "SX▶". The "FPL" item is highlighted with a red box. Below the menu bar, there are "Messages" and a Bluetooth icon on the left, and "Zoom Map" and "Select Page" (with a circular arrow icon) on the right. The map background shows a green and yellow terrain with a blue river and a scale bar labeled "8ⁿ_m".

GARMIN



- G3X MFD only DISPLAYS flight plan
- **DO NOT ALTER FLIGHT PLAN IN THIS MENU**
- **ALL NAVIGATION MUST BE DONE FROM 750**

SXM
W_x -00:05

KSPB
SCAPPOOSE

8ⁿ_m

Map Cht Wpt FPL Wx Ter Trf SX▶

Messages Zoom map Select Page

FIS-B

The supported FIS-B radios are designed to receive, process, and output traffic (ADS-B air-to-air, and TIS-B traffic information), and weather (Flight Information Service-Broadcast (FIS-B)) information to the G3X Touch system through an RS-232 serial connection or Bluetooth connection. As a UAT receiver, the FIS-B radios can receive and, when connected

FIS-B EXPIRATION TIME

FIS-B weather broadcasts are updated regularly and may take approximately ten minutes to transmit all available weather data. Therefore, weather data is not immediately available. No pilot action is required to receive FIS-B weather information. Weather product status can be viewed on the dedicated Weather Page, or the Data Link Page from the Tools menu.



Worldwide-9 Terrain 11T1



AOPA Directory Data 10D5



US IFR/VFR Charts 1109

CAUTION - ADVISORY ONLY

Datalink weather information is subject to service interruptions, may contain errors or inaccuracies, and should not be relied upon exclusively. You are urged to check alternate weather information sources prior to making safety related decisions.

You acknowledge and agree that you shall be solely responsible for use of weather information and all decisions taken with respect thereto. By using this weather service, you release and waive any claims against Sirius XM Radio Inc. and affiliates with regard to weather information.

All map and terrain data provided is only to be used as a general reference to your surrounding and as an aid to situational awareness.

Data link Weather Advisory

FIS-B Products	Expiration Time	Update Interval (Minutes)	Broadcast Interval (Minutes)
NEXRAD Composite Reflectivity (CONUS)	75 minutes	~5 minutes precipitation mode 10 minutes for clear air	15
NEXRAD Composite Reflectivity (Regional)	75 minutes	As Available	2.5
Cloud Tops Forecast	105 minutes	1 hour	15
Winds and Temperatures Aloft	12 hours	12 hours	10
Lightning	75 minutes	5 minutes	5
METAR	8 hours	1 minute (where available), As Available otherwise	5
TAF	12 hours	8 hours	10
CWA (Center Weather Advisory)	2 hours	6 hours	10
G-AIRMET (Graphical AIRMET)	12 hours	As Necessary	5
SIGMET	12 hours	As Available, then at 15 minute intervals for 1 hour	5
PIREP	4 hours	As Available	10
NOTAM (D)/FDC (Including TFRs)	12 hours	As Available	10
Turbulence Forecast	105 minutes	1 hour	15
Icing Forecast	105 minutes	1 hour	15



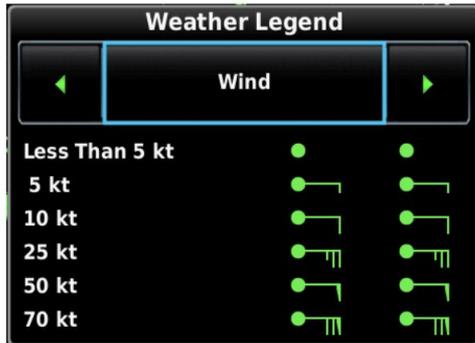
NEXRAD Data (FIS-B)



Cloud Tops Data



Winds Aloft Data



Winds Aloft Legend



METAR Data

SXM
W_x -00:05

KSPB
SCAPPOOSE

8ⁿm

Map Cht Wpt FPL Wx Ter Trf SX▶

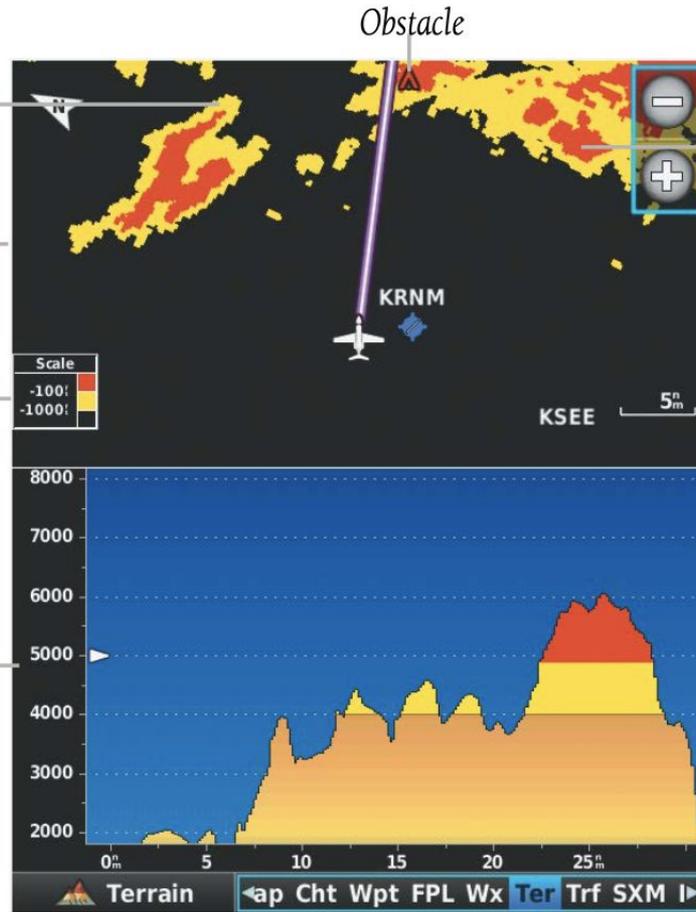
Messages Zoom Map Select Page

Yellow Terrain is
Between the User-
defined Caution
Elevation and
100 ft Below the
Aircraft

Map View

Terrain Legend

Profile View



Red Terrain is above
the aircraft, or
within 100 ft below
the aircraft.

Terrain (Ter) Page

Terrain Alert



PFD Terrain Alert

Terrain Warning Window



MFD Terrain Alerts

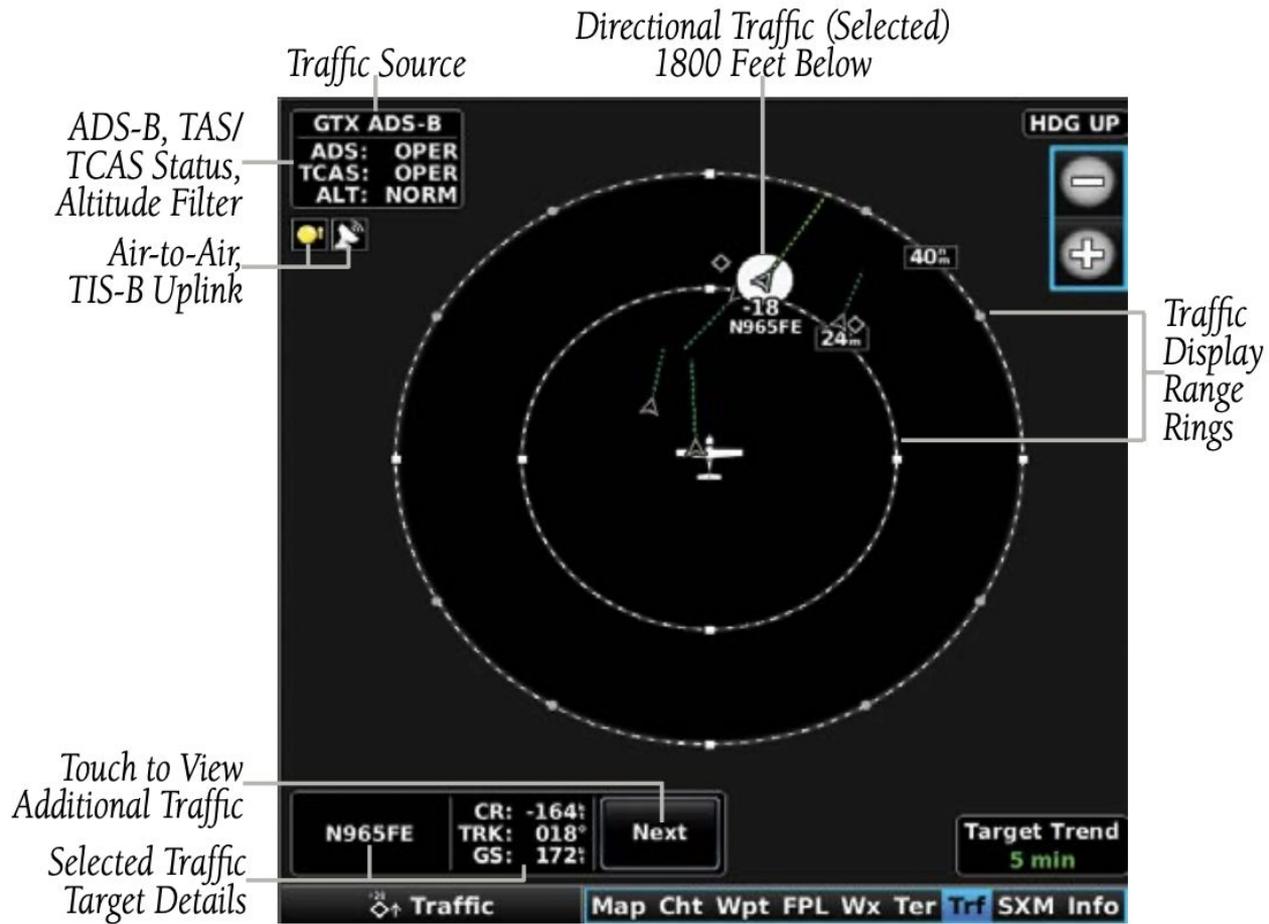
SXM
W_x -00:05

KSPB
SCAPPOOSE

8ⁿ_m

Map Cht Wpt FPL Wx **Ter** Trf SX ▶

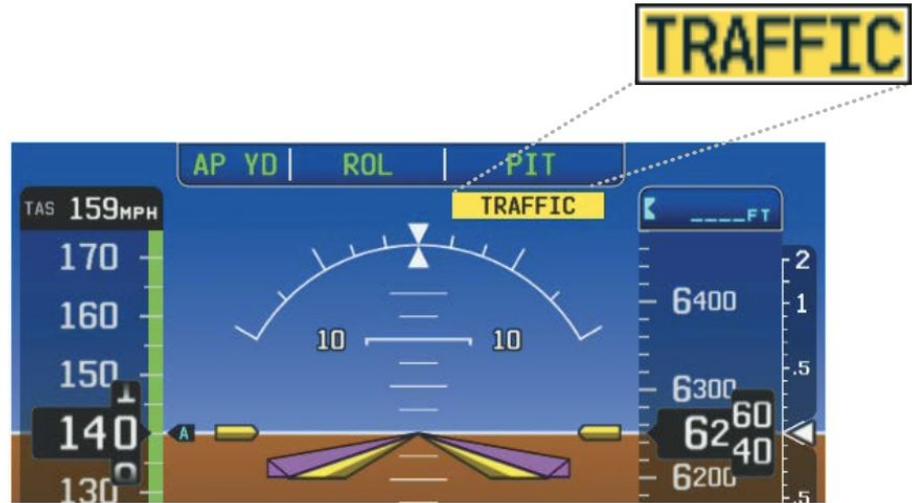
Messages Zoom Map Select Page



Traffic Page (Traffic Target Selected)

TIS-A Symbol	Description
	Non-Threat Traffic
	Proximity Advisory (PA)
	Traffic Advisory (TA)

Traffic Symbols

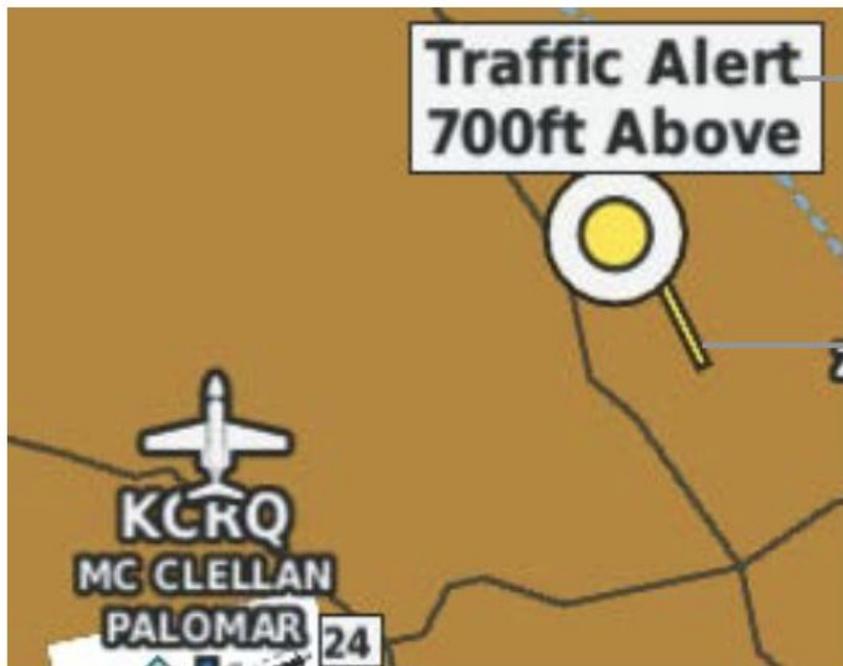


Traffic Alerts

Traffic Warning Window



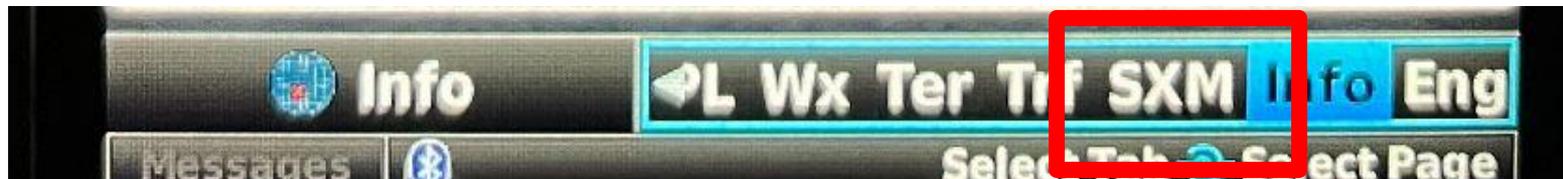
Traffic Warning Window



Traffic Range,
Altitude Sepa-
ration

Traffic Ground
Track

Traffic (Map Page)



Info



L Wx Ter Trf SXM Info Eng

Messages



Select Tab Select Page





GPS Status



GARMIN

WPT BRG DIST ETE GS
ATASY 340% 19.0% 05:54 195:



Main

Fuel

Electrical

Fuel Calc

Temperature

CHT 304 313 309 314 °F



Lean Assist

LEAN -15 -9 -1 -6 AEGT

Total Hours 1819.8

Engine

L Wx Ter Trf SXM Info Eng

Messages

Select Tab Select Page

NRST

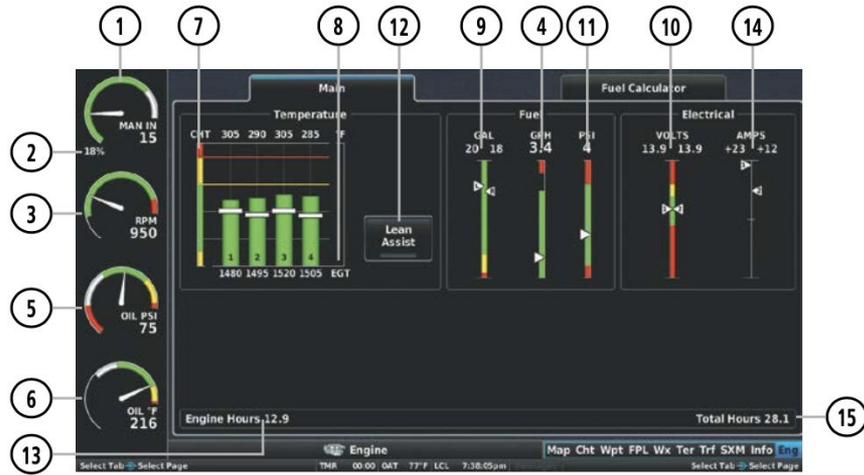
D>

MENU

BACK

Lean Assist - Lance view





Example Main Tab on the Eng Page



Example Fuel Calculator Tab on the Eng Page

Splitting the display to PFD/MFD



*Touch To Access
Engine Page*

Split Mode - GDU 46X

GARMIN

MANEUVER
105

COM 1 **121.850** STBY **132.400** WPT ETE DIST DISTD TRK GS COM 2 **120.625** STBY **119.925** Split
 KANE GROUND KANE TOWER KANE ATIS KOEO AWOS

MAN IN 29.0
0%
RPM 0
FUEL GPH 0.1
OIL PSI 0
OIL °F 62
26 FUEL GAL 26
CHT °F 67
EGT °F 65

TAS ---KT
50
40
30
105 A
74 Y
68 G
62 X
GS ---KT

4500 FT
1600
1500
1420
1300
DA 1500 FT
30.42 IN

ESP OFF

NO WIND DATA

HDG 267° 014° CRS

GPS1 LOT ENR
MSG

Failed

Heading → Altitude TMR 00:00 OAT 18°C LCL 10:48:10am Messages Baro

P

4500
500
1440
1400
DENSITY ALT 1500
30.42

STARTER!
ED WITH A
IC STARTER
STARTER
THAN
DS!
DOWN

NRST

D→

MENU

BACK

IFR uses of the G3X

GARMIN

COM 1 **136.000** STBY **118.000** KJAB GROUND
Audio MIC COM WX WIND **170° 15-22** GS **126** DIST **4.2%** ETE **01:59** LCL **2:12** WPT **KOJC** BRG **081** Split

AP YD | GPS | ALT 1700+ VNAV

TAS **126**kt
150
140
130
121
110
100
90
GS **126**kt

1600+ft
1900
1800
1700
1600
1500
29.92zw



Dcr 360°



Active Flight Plan		DTK / DIST
← ◆	KOJC	081° / 4.2%

Heading Altitude

TMR 00:00 OAT 71°F LCL 2:12:20pm Messages

Baro

NRST

-D>

MENU

BACK

GARMIN

COM 1 **136.000** STBY **118.000** KIAB GROUND
Audio MIC COM WX WIND **170° 15-22** GS **126** DIST **3.9^m** ETE **01:50** LCL **2:12** WPT **KOJC** BRG **081** Split



NRST

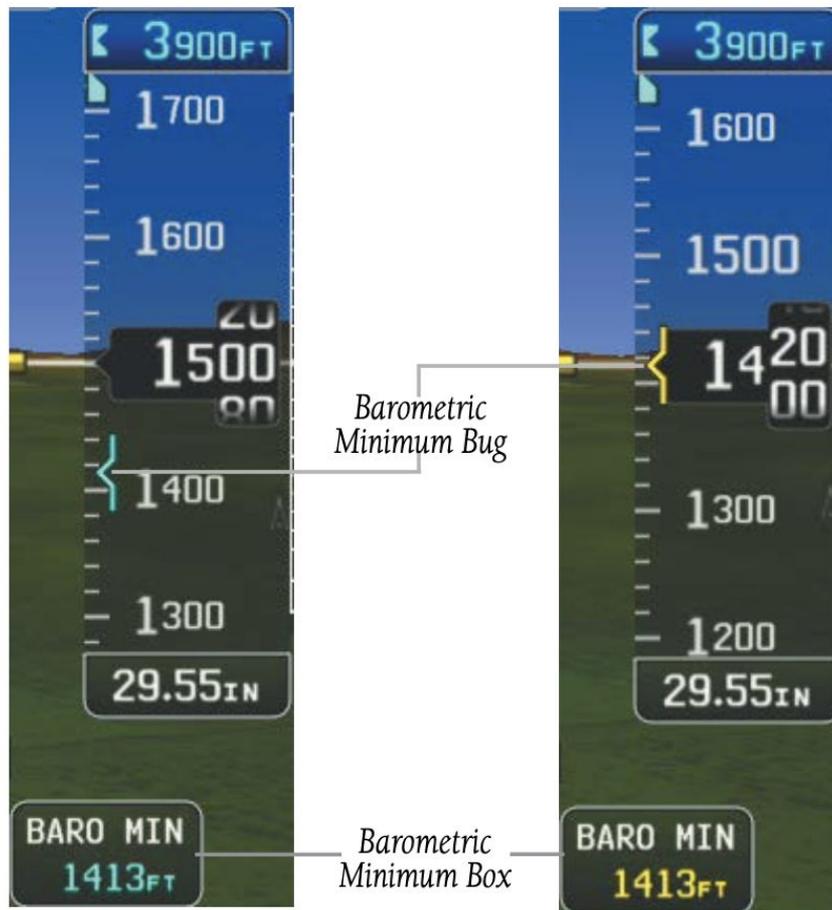
-D>

MENU

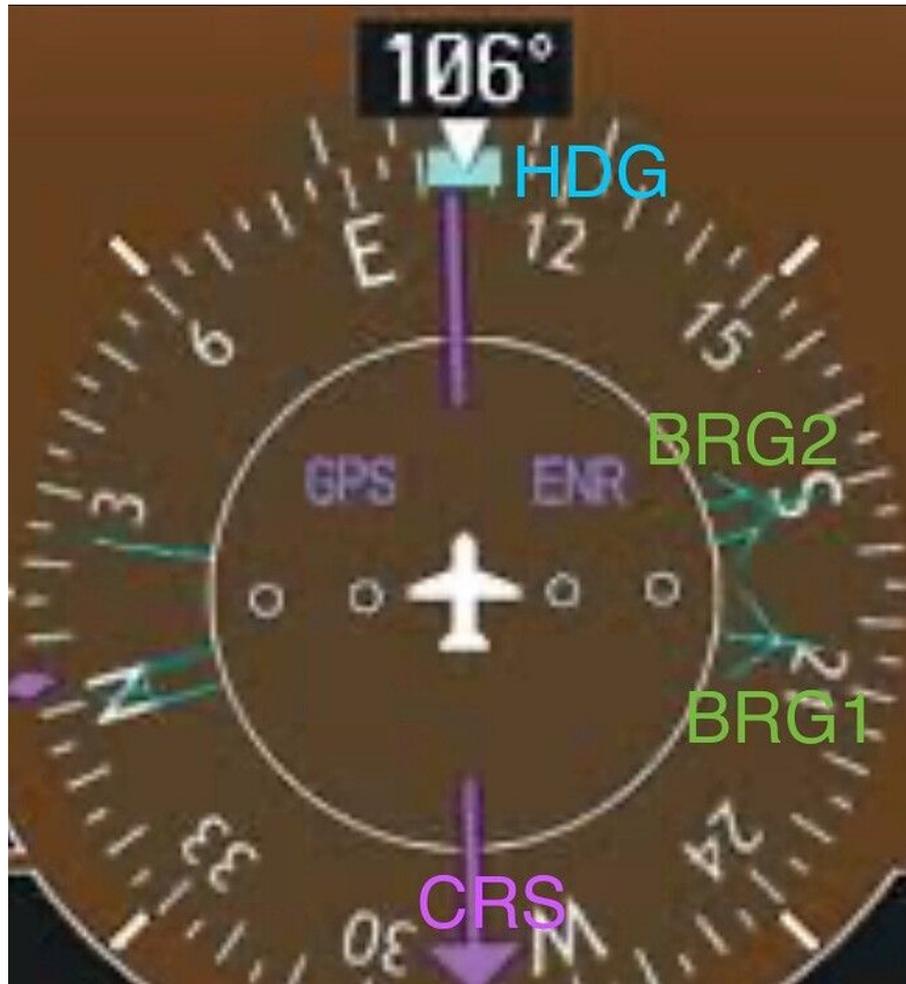
BACK

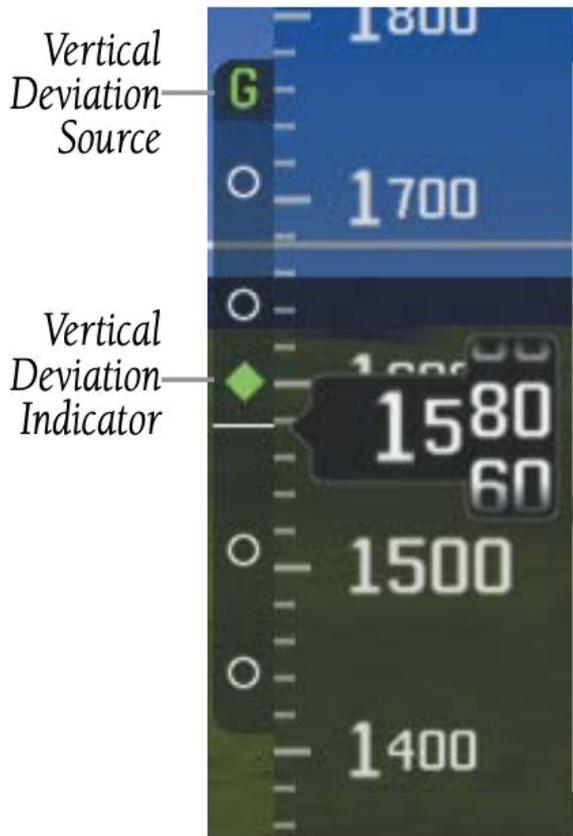
Cyan Within Range

Yellow When Altitude Reached

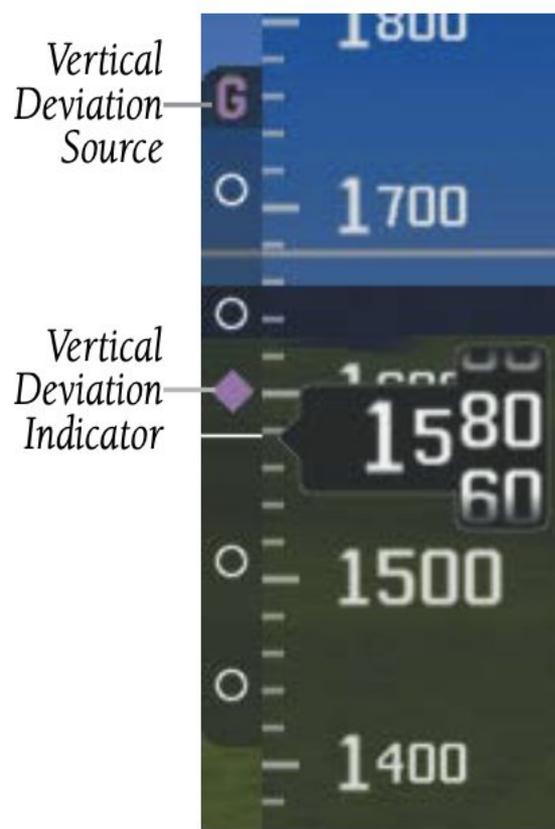


Barometric Minimum Visual Annunciations

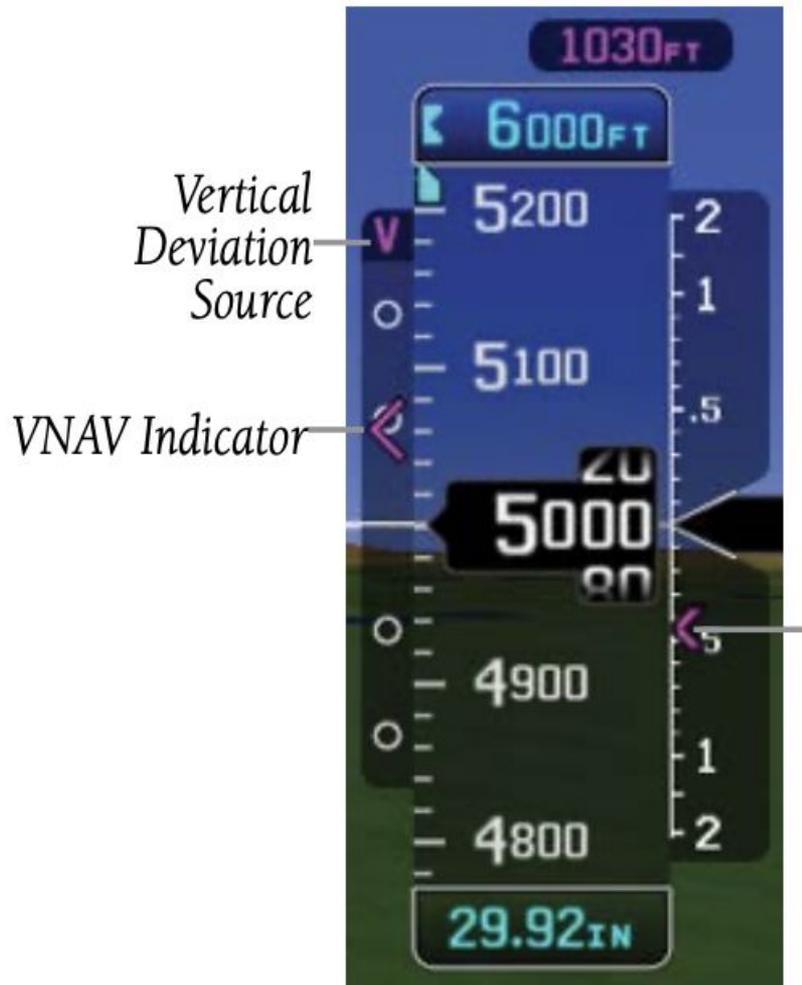




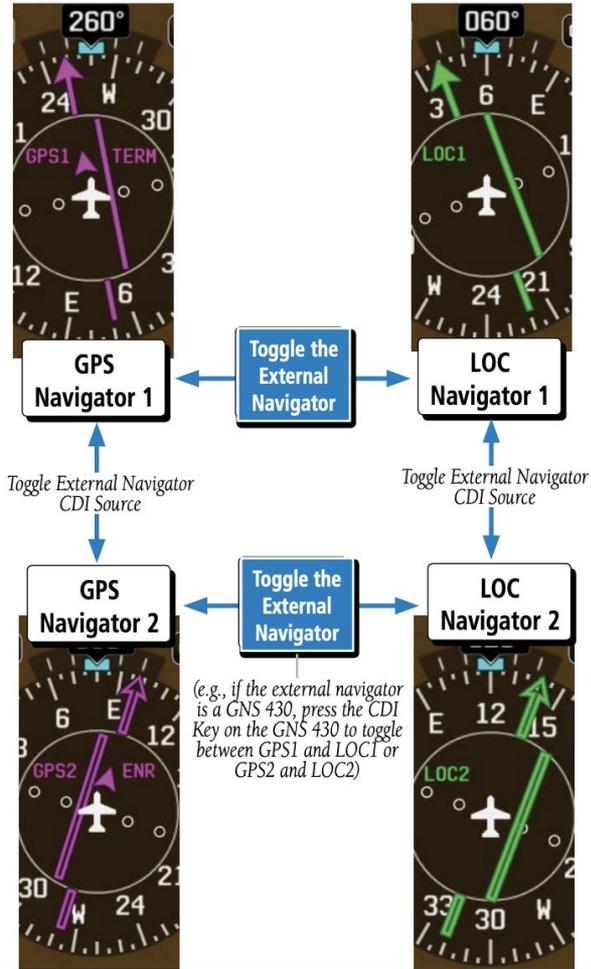
**Vertical Deviation Indicator
(Glideslope-ILS Source)**



**Vertical Deviation Indicator
(Glidepath-GPS Source)**



VNAV Indicator



CDI Source

COM 1 121.850 KANE GROUND
STBY 132.400 KANE TOWER

WPT ETE DIST DISTD TRK GS

COM 2 RX 120.625 KANE ATIS
STBY 119.925 KOEO AWOS

Full

MAN IN 29.0
0%
RPM 0
FUEL GPH 0.2
OIL PSI 0
OIL °F 62
26 FUEL GAL 26
CHT °F 67
EGT °F 65

TAS ---KT
50
40
30
4500 FT
1600
1500
1420
00
1300
1
0.5
-0.5
-1
-2
DA 1500 FT
30.42 NM
105 A
74 Y
68 G
62 X
GS ---KT
NO WIND DATA
HOG 267°
014°
CRS ---°
ESP OFF
GPS1
LOI
ENR
MSG

PFD Options

FPL Source: External GPS
CDI Source: GPS1

Inset Windows:
Nearest Airports ▼ Traffic ▼

Bearing Pointers:
Off ▼ Off ▼ Reset G Meter

Timer: Start 00:00 Reset
Minimums: Set... More Options...

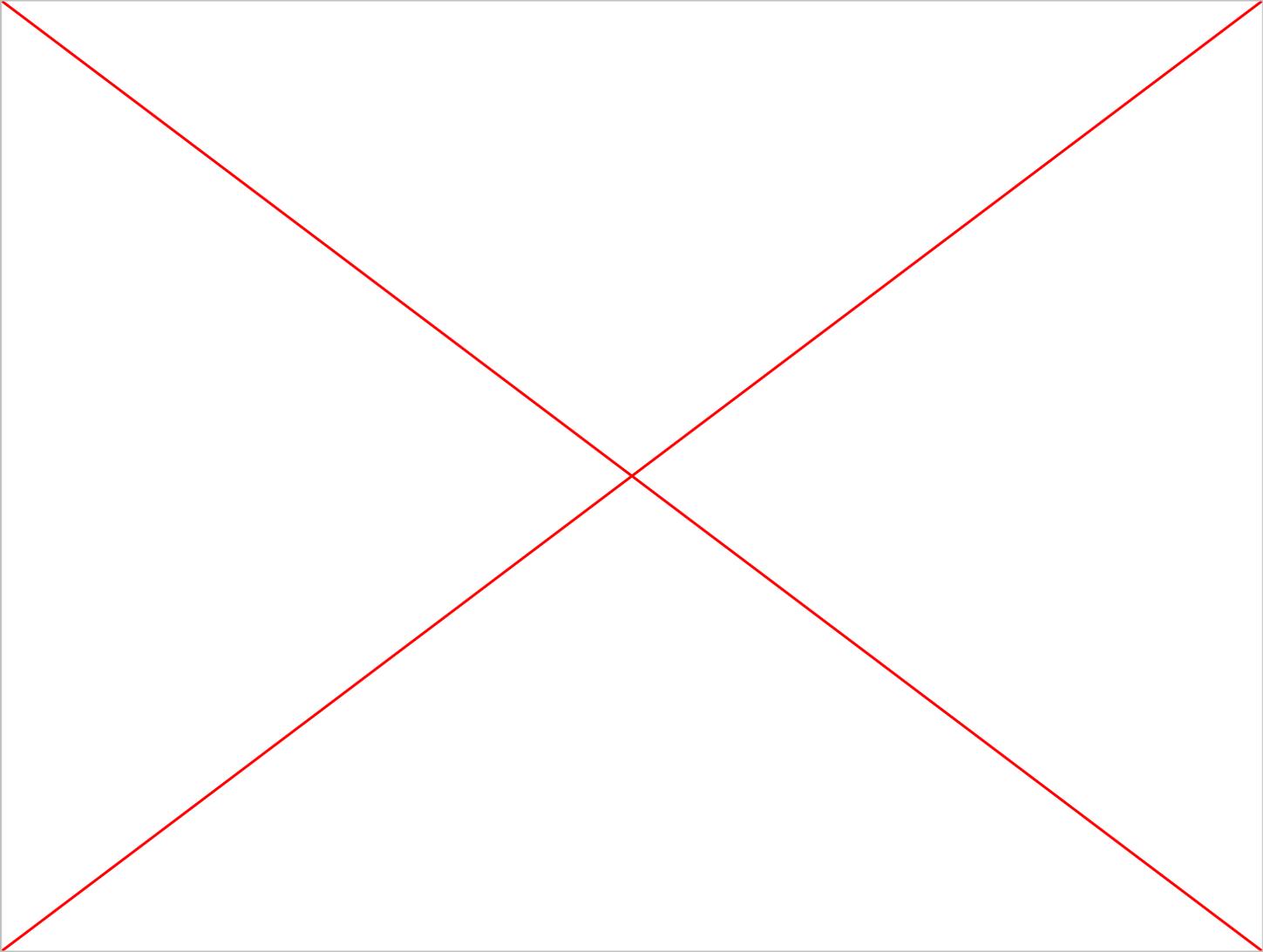
MENU for Main Menu

The G3X PFD must be set to **EXTERNAL GPS**

- The 750 is the legal, IFR-certified GPS
 - The G3X simply displays what the 750 thinks about
- The G3X PFD and MFD share an internal GPS that is for VFR monitoring ONLY



WARNING: Do not use the approach information provided by the VFR navigation database residing within the G3X Touch as a means of navigating any instrument approach. The G3X Touch VFR navigation database is limited to present only the waypoints for the final approach leg of a published procedure. These waypoints and associated course line are made available for monitoring purposes only.





IFR activities that MUST BE accomplished within the 750:

- Loading, editing, or creating flight plans
- Loading approaches
- Activating approaches
- Suspending approaches
- Activating missed approaches

IFR activities that can be accomplished within the G3X:

- Setting minimums on the PFD
- Viewing IFR low enroute charts
- Viewing approach plates



Use the 750 CDI to switch between LOC and GPS (green and magenta)

When on green, use the G3X to switch between VOR1 and VOR2 (the Lance has two separate VOR receivers)

REV (Yellow):
External Navigation
Source failed.
Reverted to internal
VFR GPS for
navigation

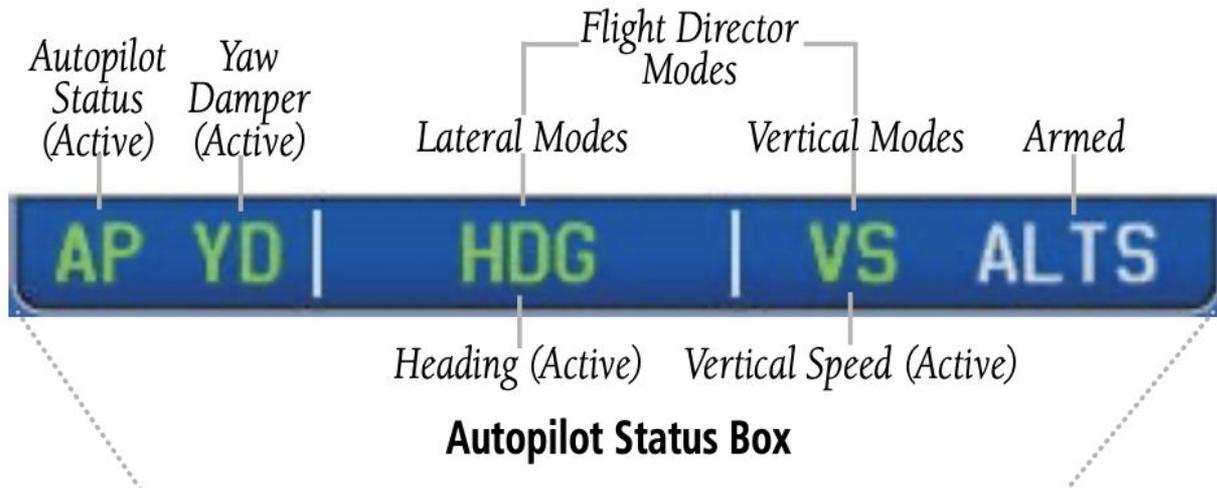


VFR
(Yellow)

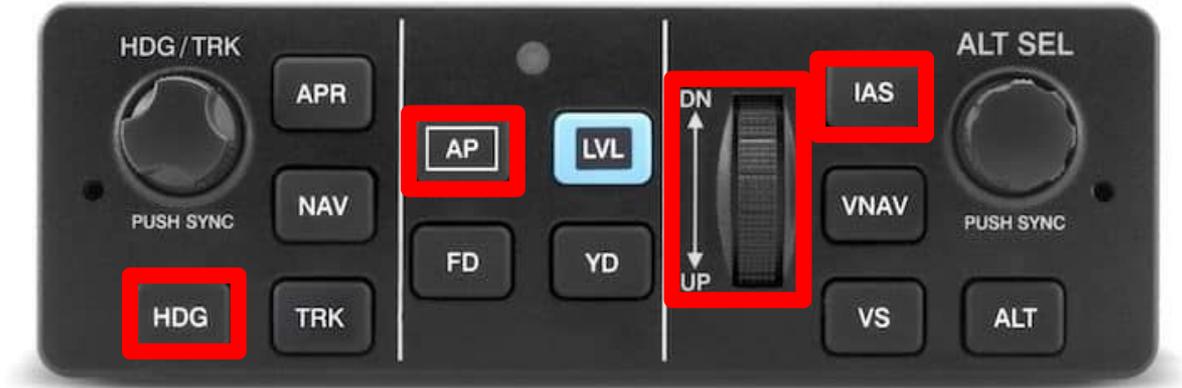
External GPS Navigator Failure

GFC 500 Autopilot Review

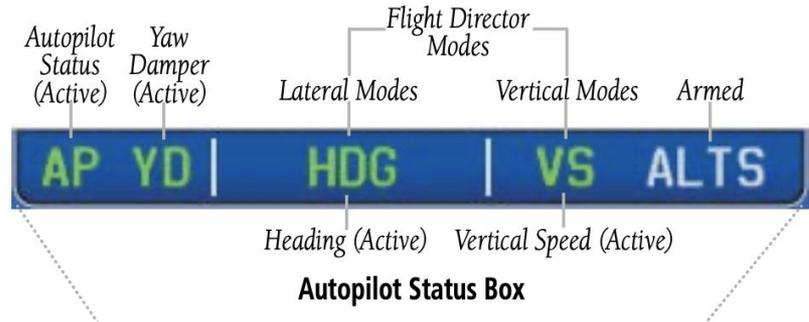
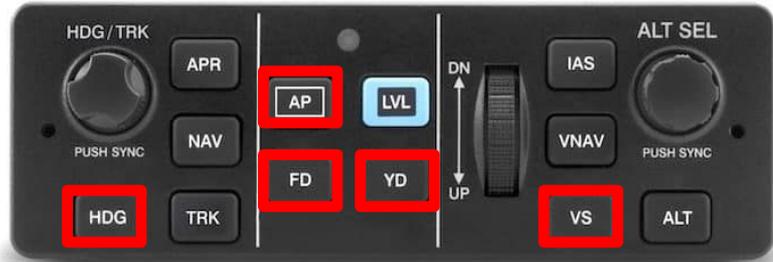




Tell the autopilot what you want it to do, **THEN** turn it on



Using AFCS is a two step process: **activate** and **confirm**

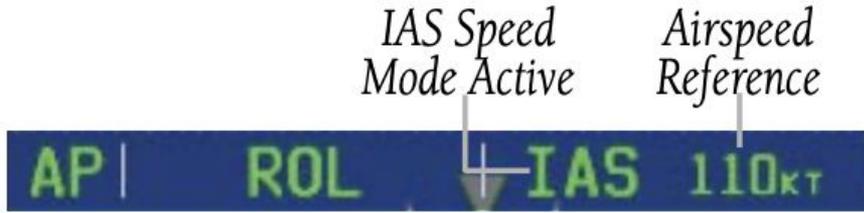




Roll Hold Mode Annunciation

Bank Angle	Flight Director Response
$< 6^\circ$	Rolls wings level
6 to 20°	Maintains current aircraft roll attitude
$>20^\circ$	Limits bank to 20°

Roll Hold Mode Responses



Indicated Airspeed Mode

IAS mode for climbs at specific speeds



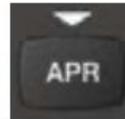
Vertical Speed Mode

VS mode for descents at specific FPMs

AP | LOC | ALT | GS

Glideslope Mode Armed

APR mode for following
glide slopes



Glidepath Mode Active



**IT WILL FLY YOU INTO
THE GROUND**

AP | GPS | GP

Glidepath Mode

Autopilot Status

ESP Roll Engagement Indication (ESP NOT Engaged)

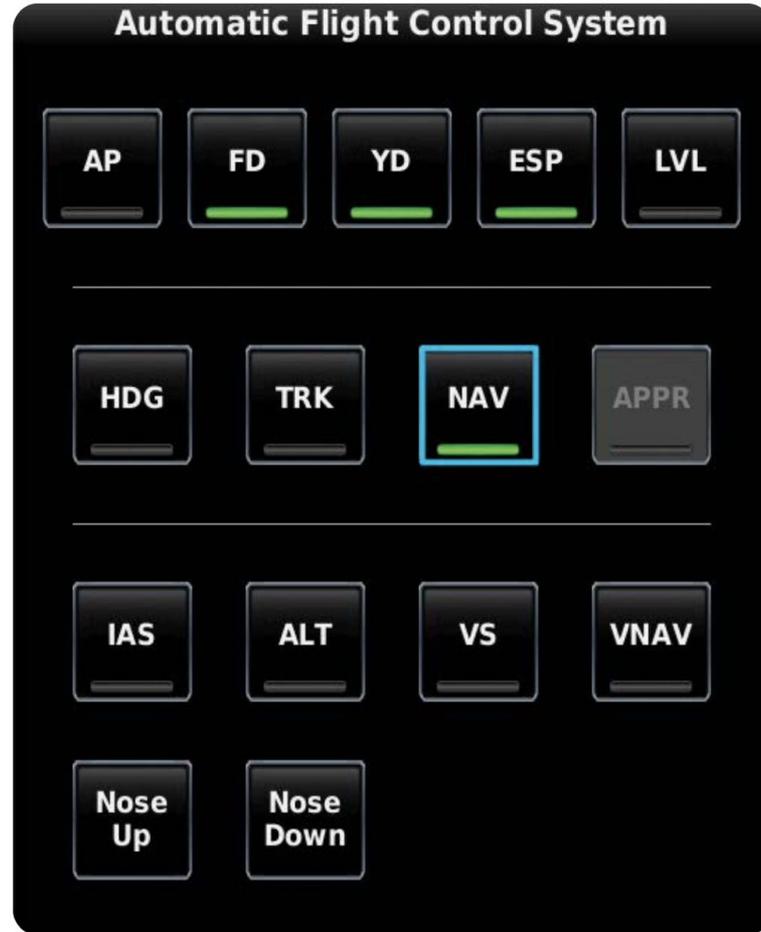
Box - Touch To Display the G3X Touch Autopilot Interface

G3X Touch Autopilot Interface

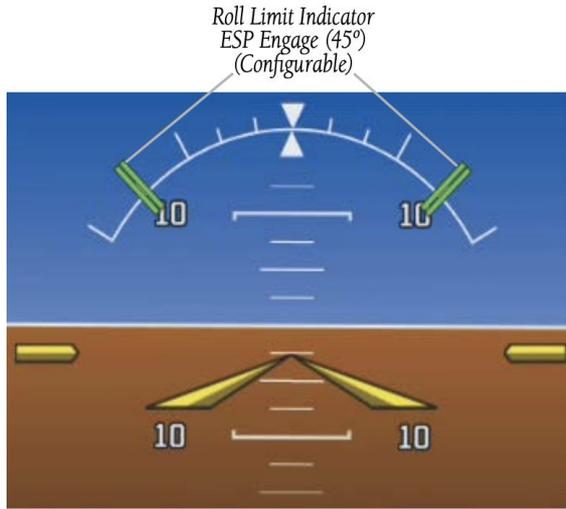
Touch To Enable/Disable ESP



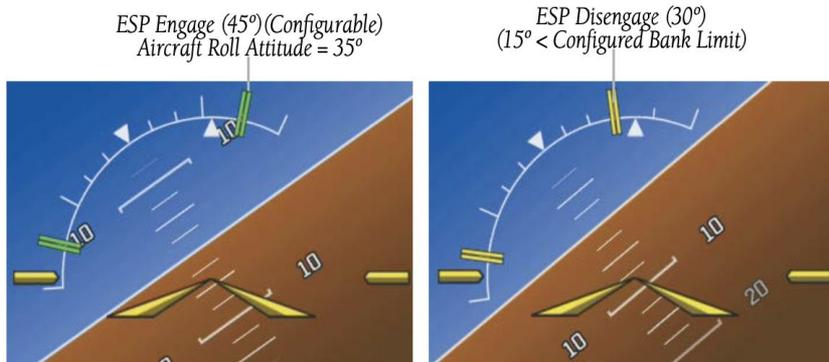
AFCS (ESP Enabled)



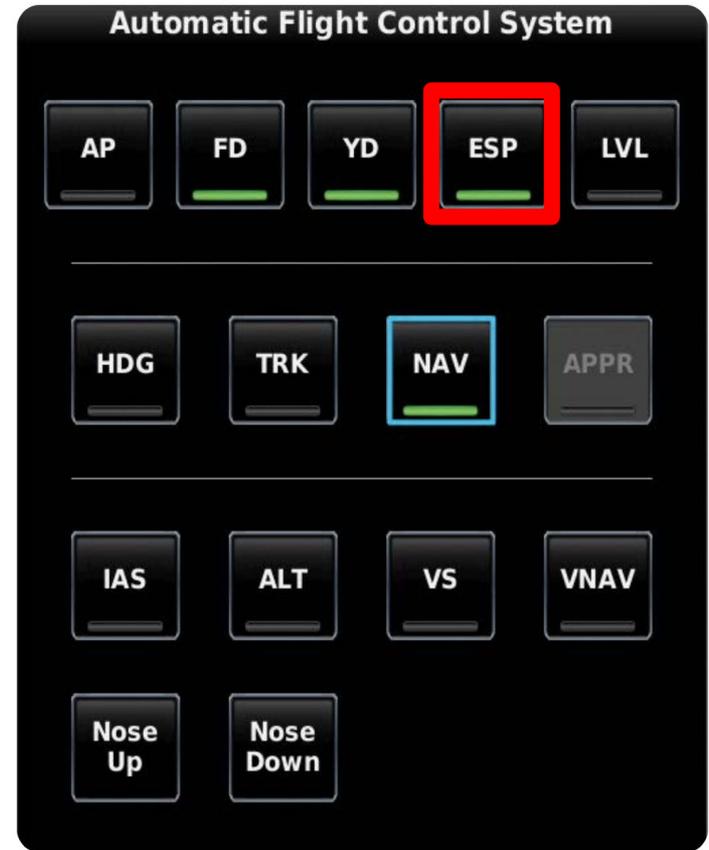
G3X Touch AFCS Controls



ESP Roll Engagement Indication (ESP Enabled but NOT Engaged)



Roll Increasing to ESP Engagement



G3X Touch AFCS Controls

Alert Condition	Annunciation	Description
Autopilot Failure	AP	Autopilot inoperative
Manual Autopilot Disengagement	AP	Autopilot Disengaged
Yaw Damper Failure	YD	Yaw Damper inoperative
Yaw Damper Manual Disengagement	YD	Yaw Damper Disengaged
Flight Director and Autopilot Failure	AFCS	Flight Director and Autopilot inoperative
Autopilot Failure		Autopilot inoperative, Flight Director operative
Autopilot Preflight Test	PFT	Autopilot preflight test is in progress.

AFCS System Alerts

How to kill the autopilot:

1. Button on yoke
2. Button on actual AP box
3. Button on G3X display
4. Circuit breaker
5. Using the electric trim
6. Physically overpowering it

Confirm the deed is done with the
VISUAL and **AUDIBLE** cues

How to test the autopilot on the ground:

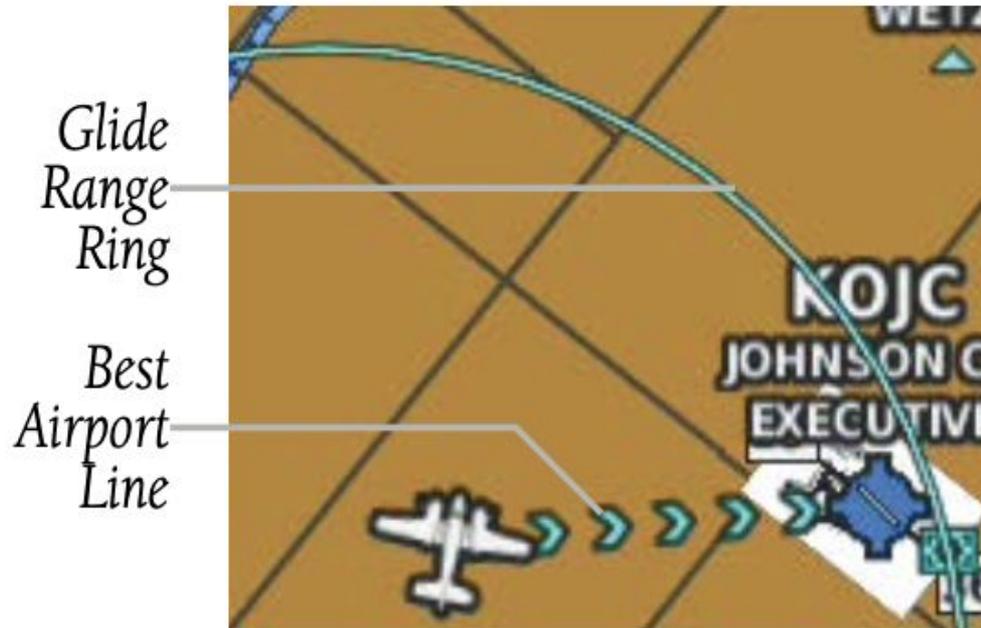
- Sync HDG
- Select HDG mode, activate AP
- Turn HDG knob left, watch the yoke turn left
- Turn HDG knob right, watch the yoke turn right

Smart Glide



When active, Smart Glide:

1. Activates IAS mode, pitches for best glide
2. Finds direct-to course to nearest airport
3. Activates NAV mode to follow course
4. Tunes airport's CTAF and places it in STANDBY COM1
5. Offers shortcut for emergency squawk
6. Offers shortcut for 121.5
7. Alerts pilot when close to airport



Navigation Map

Autopilot Engaged
Smart Glide Active



Smart Glide Active

Displays waypoint information for the destination airport

Cancel Smart Glide Button

Smart Glide Active - Airport Within Range



Smart Glide cannot land or maneuver the airplane for final or any other pattern entry

It literally just points you at an airport and brings you directly to it

The pilot must deactivate smart glide when above the target airport and physically maneuver to land





**Prompt to Disengage Autopilot
(Emergency Page)**



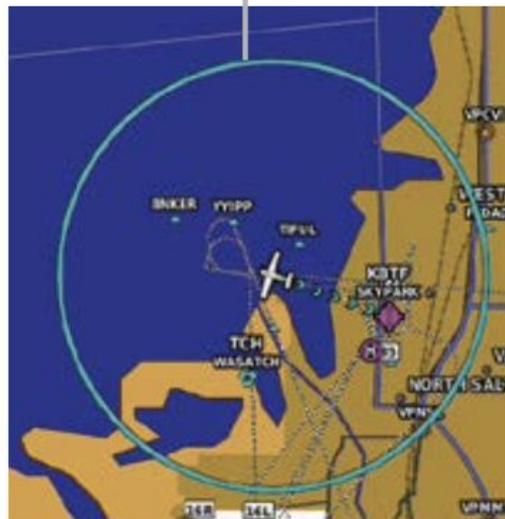
**Airport Not Within Range
(Smart Glide Active)**

Autopilot WILL NOT auto-
matically engage upon Smart
Glide activation; insufficient
AGL remaining



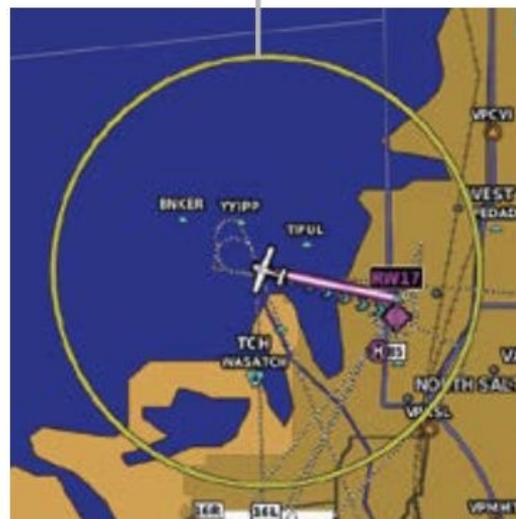
**Glide Range Ring
(Single Cyan)**

Autopilot WILL automati-
cally engage upon Smart
Glide activation; sufficient
AGL remaining



**Glide Range Ring
(Double Cyan)**

Smart Glide Active



**Glide Range Ring
(Double Yellow)**

Abnormal operations



G3X Touch System Failure Annunciations

Attitude Heading Reference System (AHRS)

- Responsible for calculating attitude, heading, turn coordination
- Replaces gyroscopic instruments



Air Data Computer (ADC)

- Responsible for calculating speed, altitude, vertical speed
- Replaces pitot-static instruments

AHRS/ADC



AHRS/ADC



Left Knob NRST Direct-to Button SD Card Slot MENU Back Button Right Knob

General tips

Recap of warnings

- Datalink wx has a built-in delay. **Do not rely on Datalink for real time information**
- Upset recovery: make sure to completely press the LVL key
- When programming the AFCS / GFC 500: **verify programming on the Annunciator panel!**

The G3X is awesome

The 750 is awesome

The GFC 500 is awesome

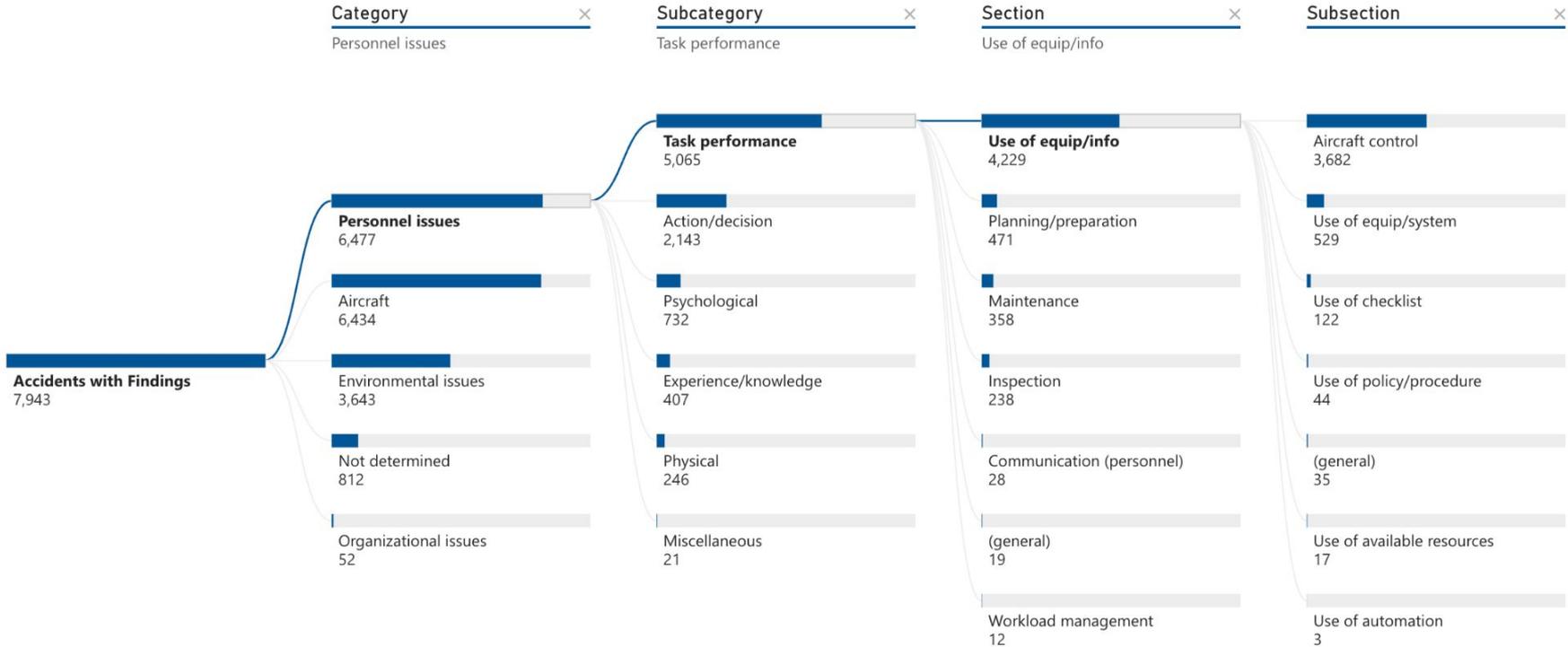
**YOU CAN
FLY WITH
JUST THE
G5 IF
NEEDED**

KISS

**Keep
It
Simple,
Stupid**

NTSB Accident Data: 2012 - 2021

Accidents by Investigative Findings



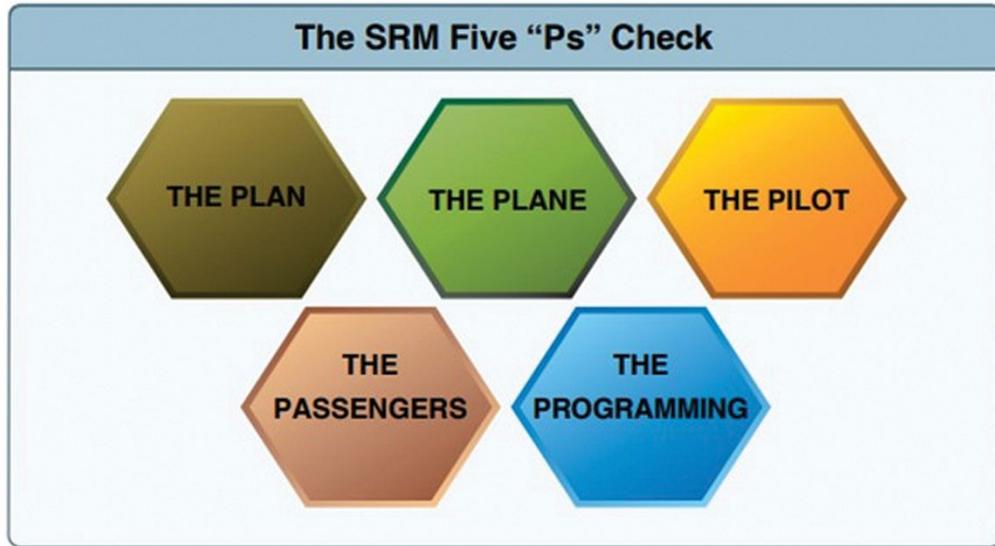


Figure 2-9. *The Five Ps checklist.*



Checklist items

GTN start up: programming

- Check nav database dates
- Bluetooth devices
- Flight plan

G3X start up: programming

- Fuel setting
- Altimeter setting
- Weights
- User field settings
- ...?

IFR pre-approach using NNRAAMS (Zach's checklist):

- **Navigation source: Set CDI**
 - Ensure VOR or LOC is identified
- **NOTAM: check on G3X**
- **Radios: program**
- **ATIS: obtain**
- **Altimeter Setting – set on G5**
- **Minimum Descent Altitude – program into G3X**
- **Sequence – check FLP sequence to approach plate**

IFR pre-approach using 5As (Paul's checklist):

- **ATIS:** obtain. Check NOTAM
- **Altimeter Setting** – set on G5
- **Approach:** brief, set G3X MDA
- **Avionics:** program (Nav source (CDI), load approach, check sequence, activate, autopilot NAV/APR)
- **Aircraft:** checklist.

Lance checkout: VFR and IFR

VFR: get reacquainted with the aircraft and to operate safely with the new avionics

IFR: establish a minimum level of proficiency to operate the Lance IFR

Questions?

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