FAA-H-8083-6
Advanced Avionics Handbook
Updated November 17, 2014

Errata as of November 17, 2014

1. The first sentence of the first paragraph in the left column of page 3-2 should be changed to, “Wide area augmentation system (WAAS) of the standard GPS furnishes additional error correction information, allowing approaches nearing Category I precision standards (similar to basic instrument landing system (ILS) minimums) to units equipped to receive and integrate the data.”

Errata as of May 2, 2013

1. In Figure 3-16 on page 3-13, the following errors were discovered and will be corrected in the next version of this handbook:
   a. The lower right control display indicates a bearing of 087° to COVAR. This should be corrected to indicate 079°.
   b. The left navigation display indicates a bearing of 051° to COVAR. This should be corrected to indicate 079°.

      Note: *The #2 (blue) bearing pointer on the left navigation display indicating a bearing of 079° to COVAR is correct.*

   c. The upper right control display indicates a bearing of 272° to FOGON. This should be corrected to indicate 268° or 269°.
   d. The left navigation display indicates a bearing of 270° to FOGON. This should be corrected to indicate 268° or 269°since the CDI needle is not exactly centered.
   e. On the left navigation display, the #1 (green) CDI bar is set to 268°, but the center portion of the bar is not aligned in the center, so the set course is slightly to the right. Depending on the settings, the bearing to FOGON should be corrected to indicate somewhere between 268° and 269°, but not 270°.
   f. Both captions stating "FMS" should corrected to "GPS" since right side control displays are typical of GPS control units and are much simpler than most FMS units.