

In 2008, the FAA released Change 1 for FAA-H-8083-15A, Instrument Flying Handbook (which was originally released in 2007). In Change 1, the following editorial changes were made that supersede the original release. Several illustrations were corrected, and they are printed below with the change instructions. In the text changes shown below, yellow highlighting indicates where an edit has occurred.

Page Number	Change Explanation
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2-2	Figure 2-1 has been corrected:
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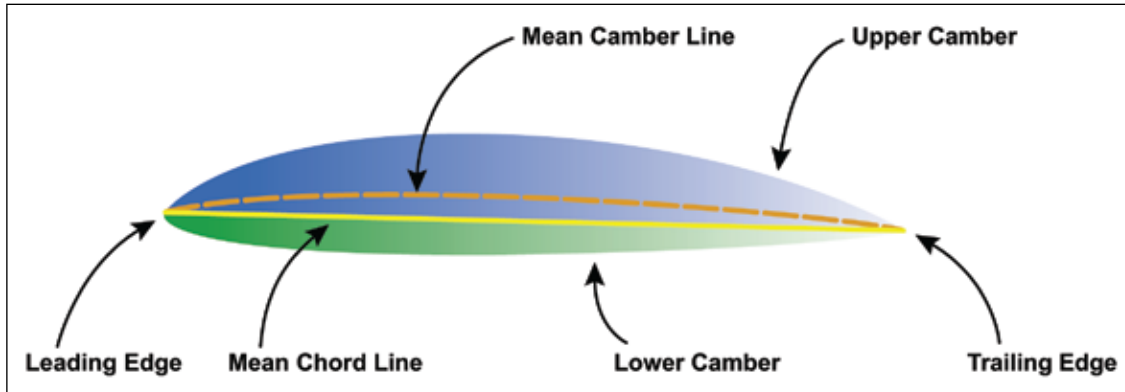


Figure 2-1. The Airfoil.

2-3	In the left column, the 4th paragraph under "Induced Drag" is changed to read:
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Induced drag is caused from the creation of lift and increases with angle of attack. Therefore, if the wing is not producing lift, induced drag is zero. Conversely, induced drag decreases with airspeed.

2-7	Figure 2-8 has been corrected:
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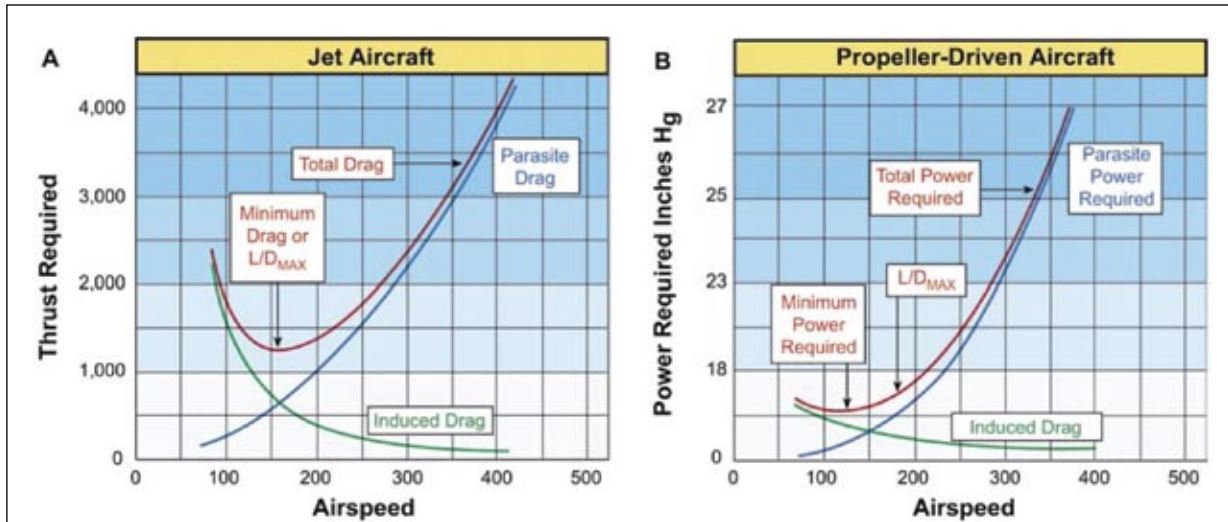


Figure 2-8. Thrust and Power Required Curves.

2-11 *In the left column, the 3rd sentence of the 3rd paragraph under Coordination of Rudder and Aileron Controls is changed to read:*

In a right turn, the right aileron is deflected **upward** while the left is deflected **downward**.

2-12 *Figure 2-15 has been corrected:*

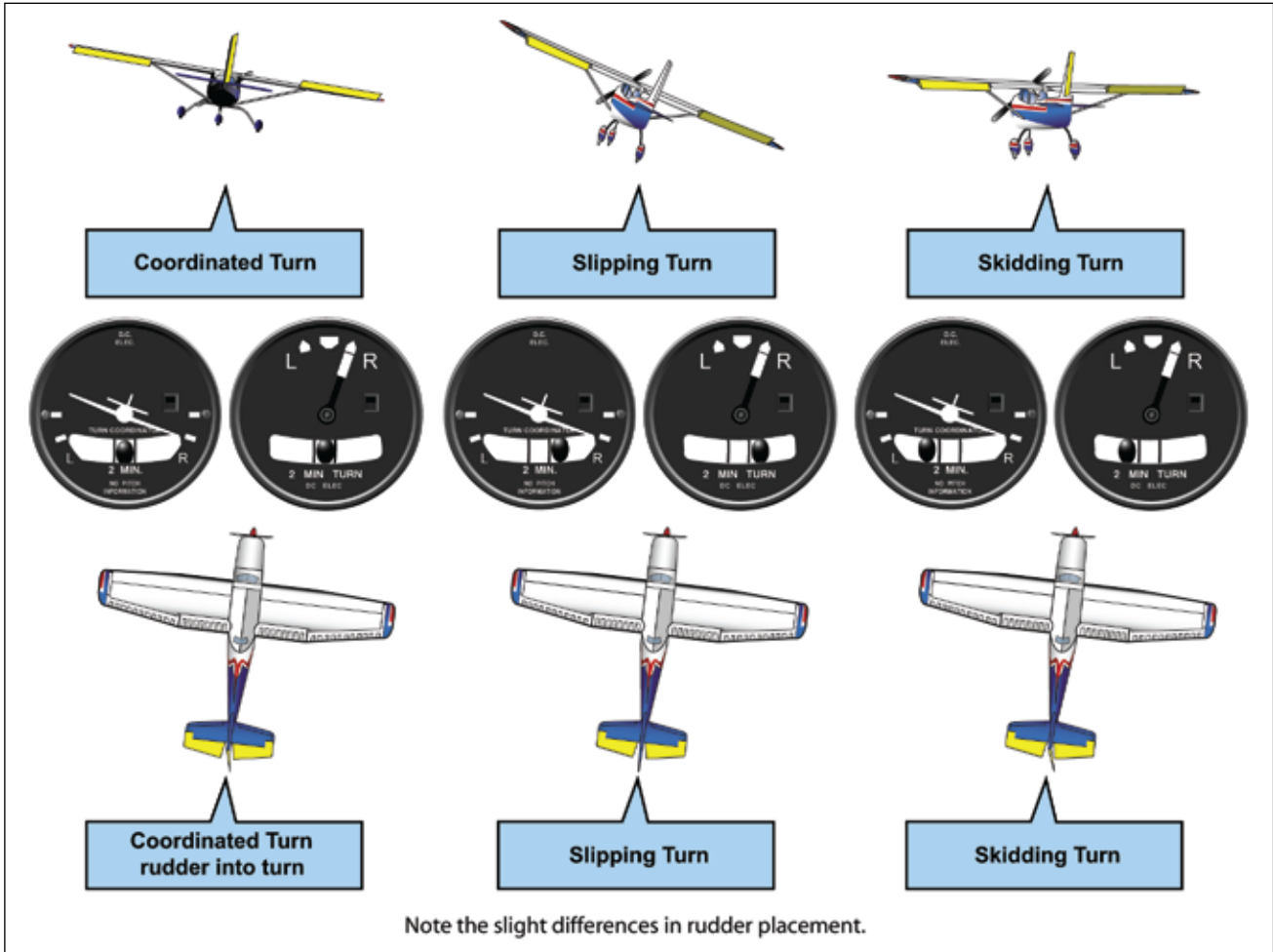


Figure 2-15. Adverse Yaw.

3-4 *Figure 3-3 has been corrected:*

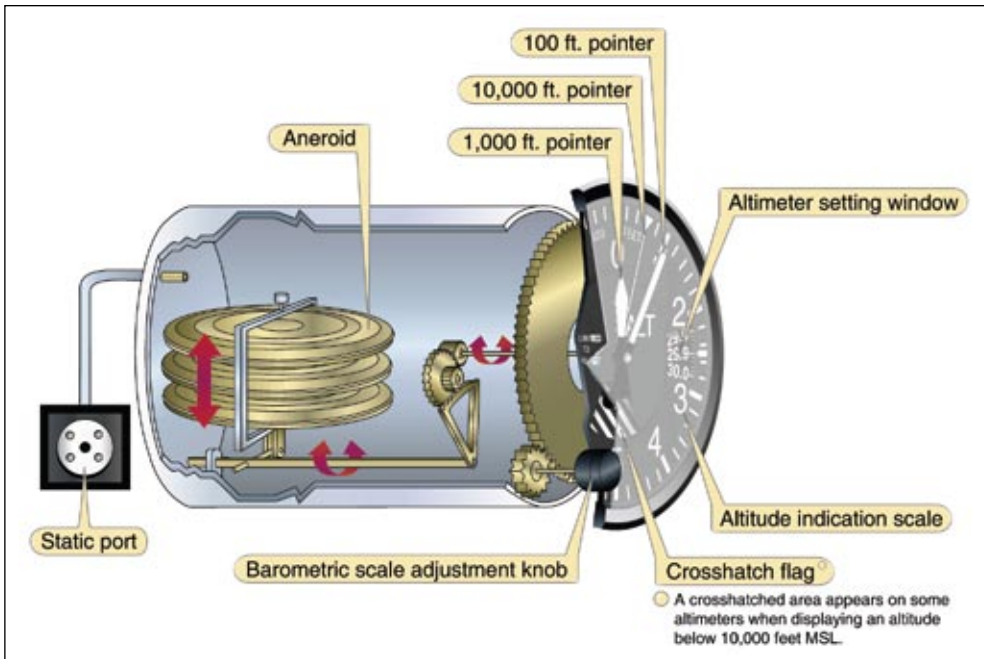


Figure 3-3. Sensitive Altimeter Components.

3-5 *Figure 3-6 caption is changed to read:*

Figure 3-6. The loss of altitude experienced when flying into an area where the air is **colder** (**more** dense) than standard.

4-2 *Figure 4-1 has been corrected:*



Figure 4-1. Control Instruments.

4-3 *Figure 4-2 has been corrected:*



Figure 4-2. Performance Instruments.

4-18 *Figure 4-25 has been corrected:*



Figure 4-25. Control Instruments.

6-11 *Figure 6-12 has been corrected:*



Figure 6-12. Flight instrument indications in a stabilized constant-air-speed climb.

6-12 *Figure 6-13 has been corrected:*



Figure 6-13. Flight Instrument Indications in a Stabilized Constant-Rate Climb.

7-6 Figure 7-6 has been corrected.

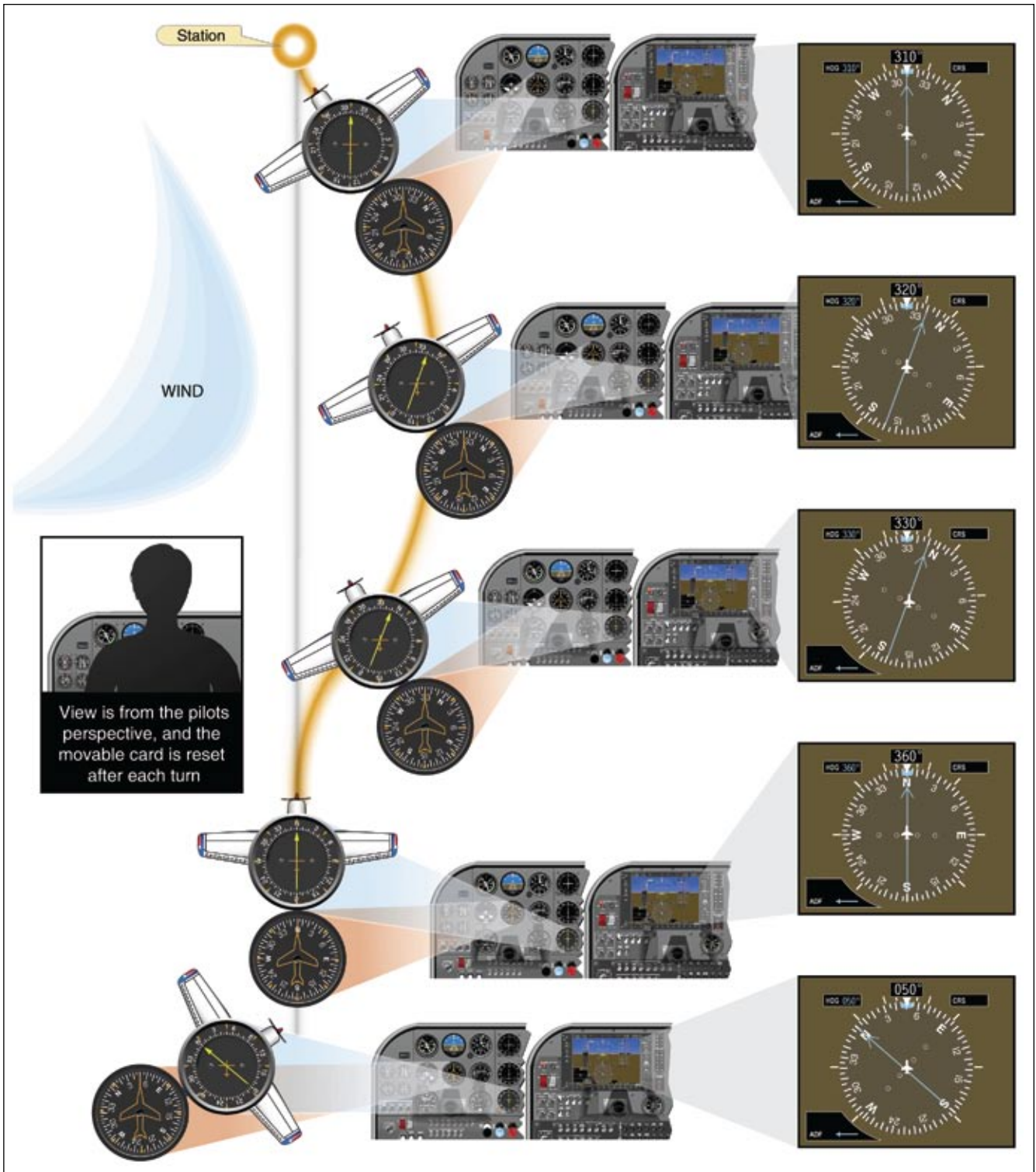


Figure 7-6. ADF Homing With a Crosswind.

7-7 Figure 7-7 has been corrected:

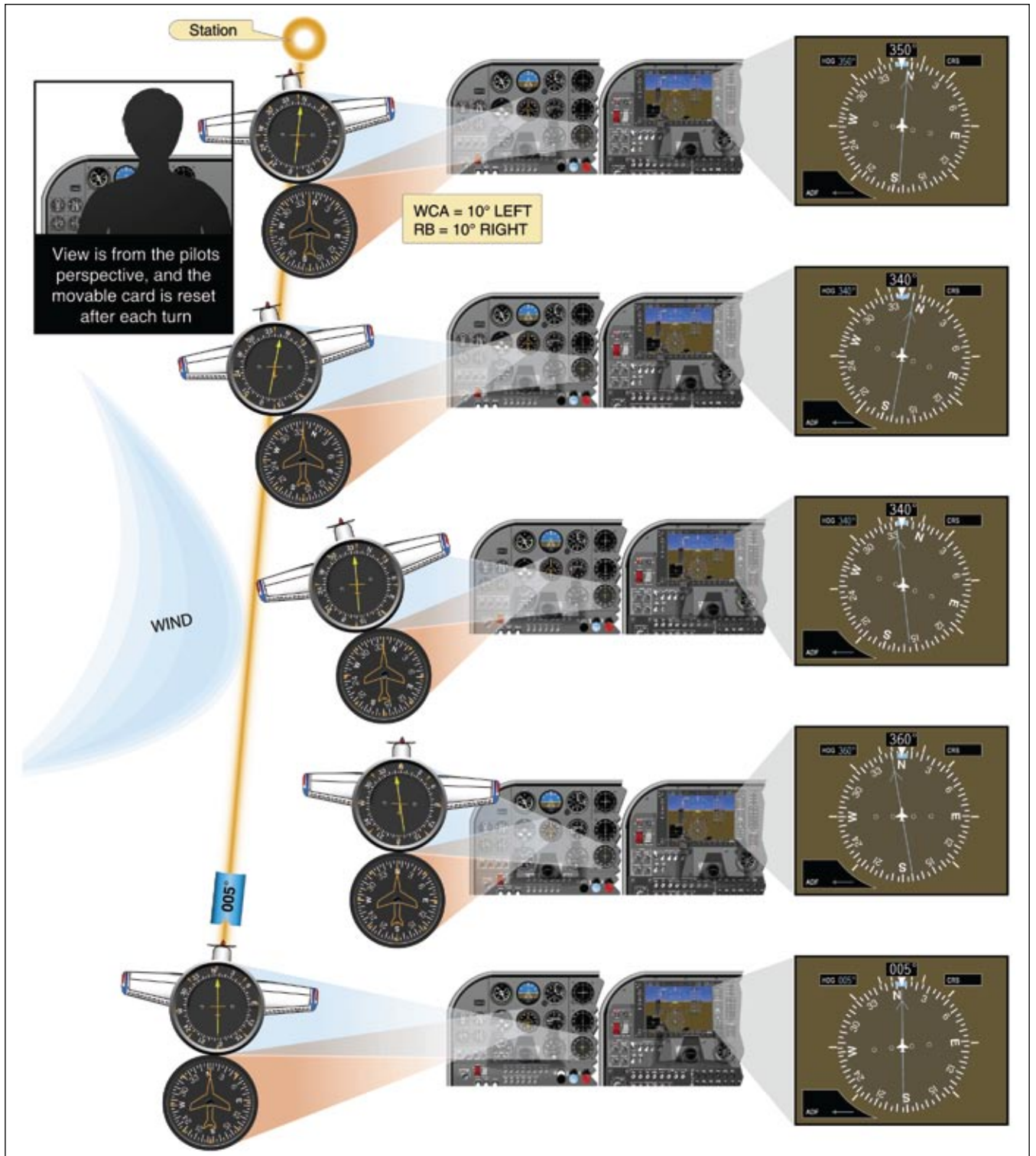


Figure 7-7. ADF Tracking Inbound.

7-9 Figure 7-8 has been corrected:

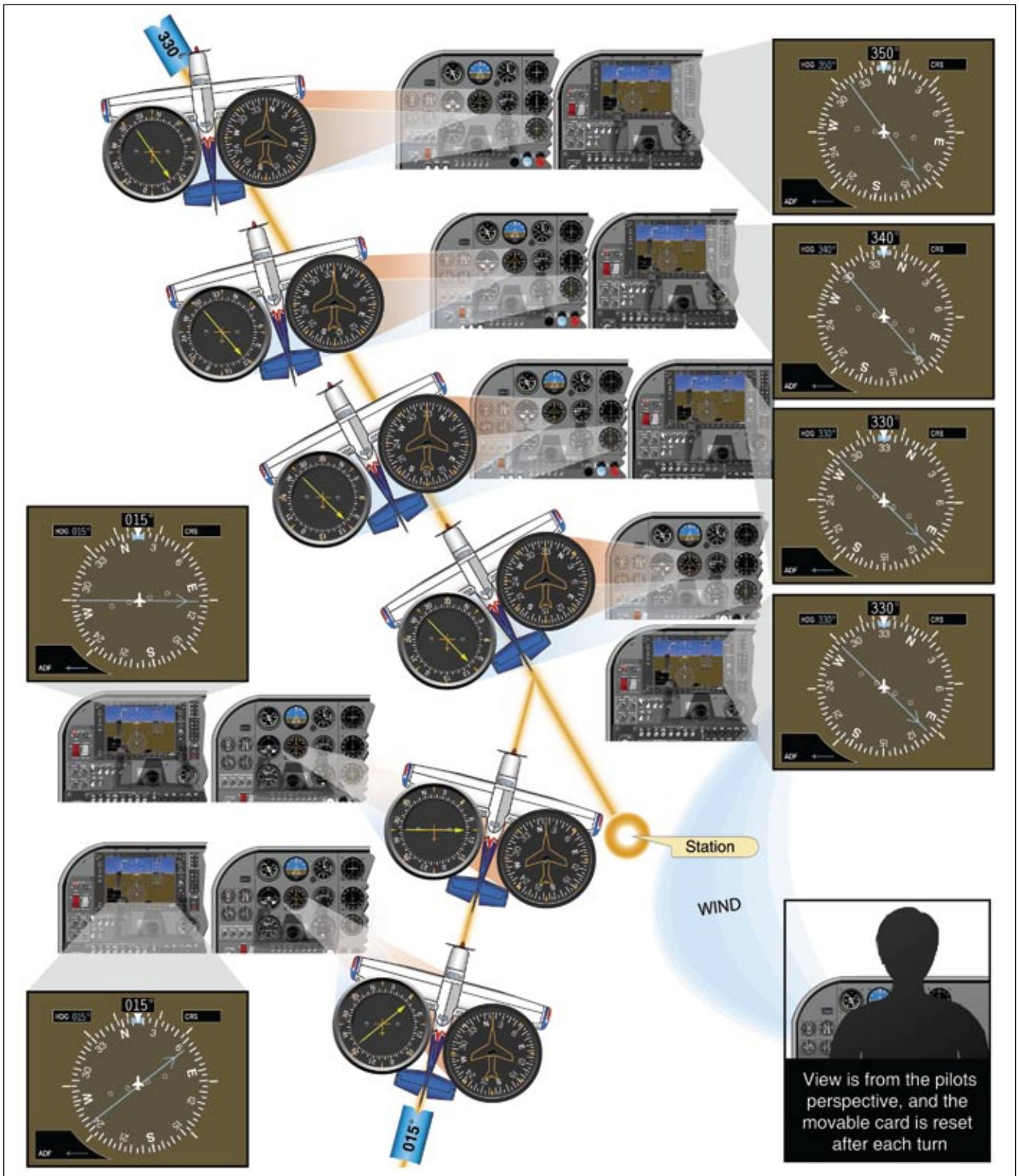


Figure 7-8. ADF Interception and Tracking Outbound.

7-13 Figure 7-15 has been corrected:

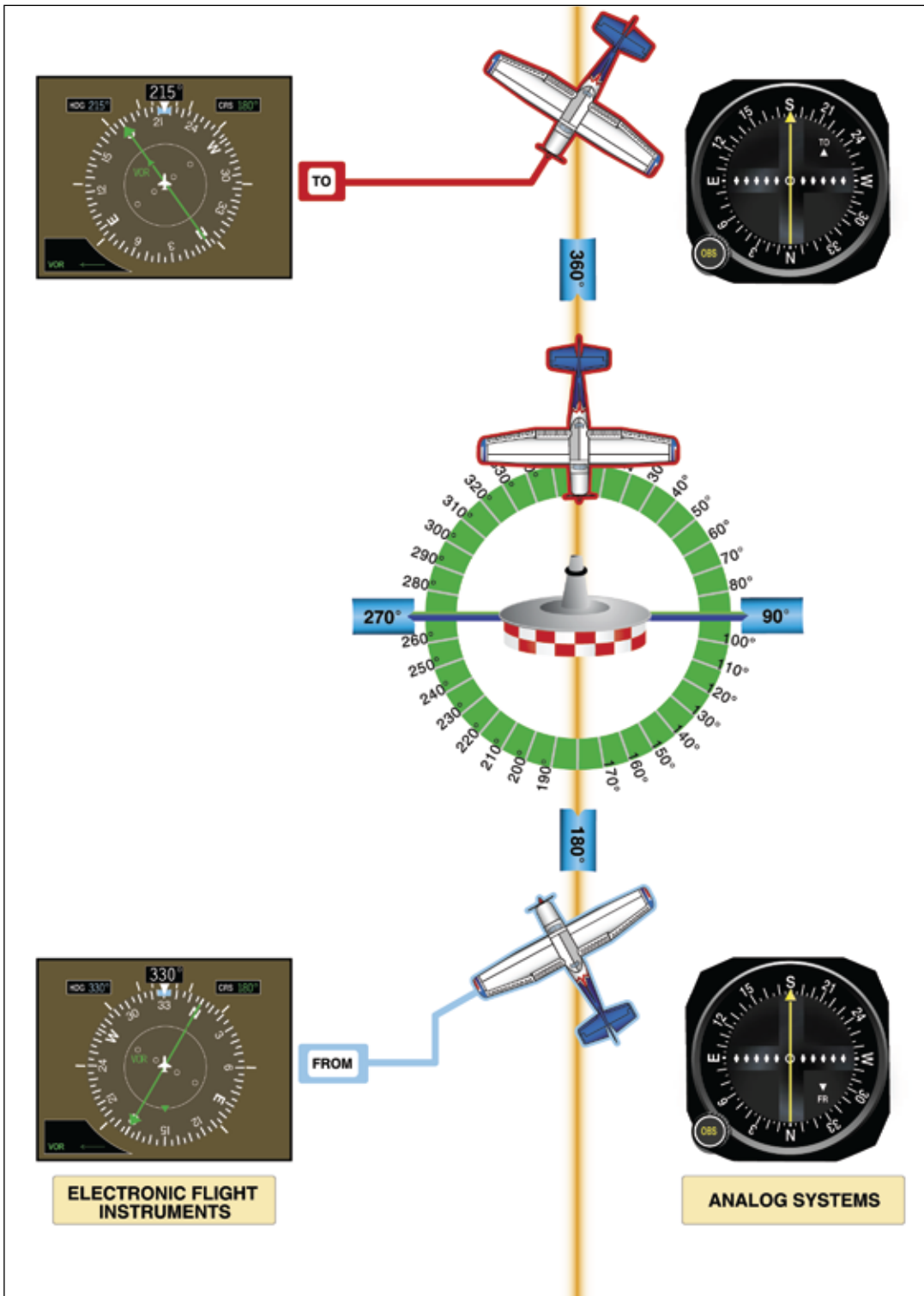


Figure 7-15. CDI Interpretation.

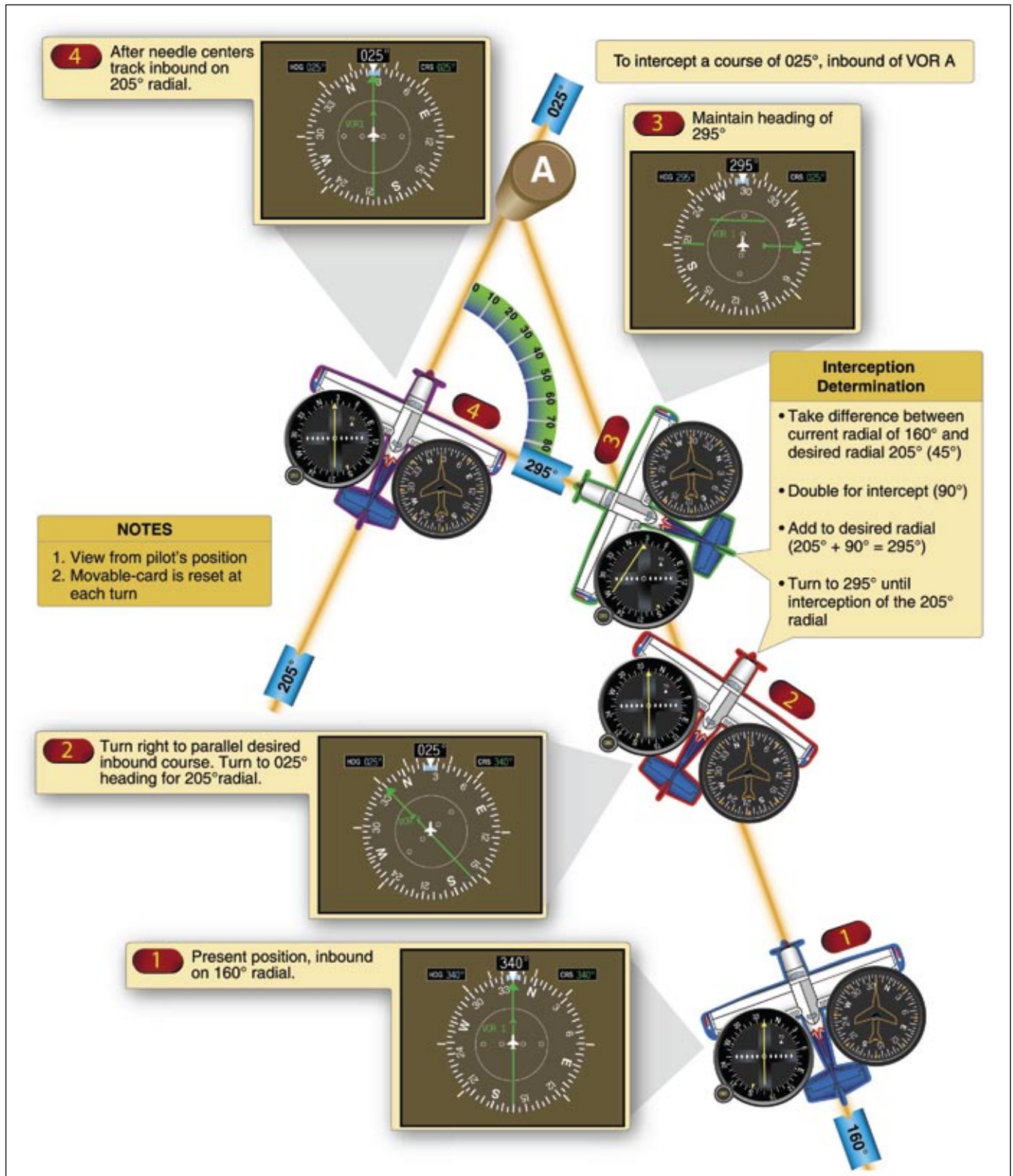


Figure 7-16. Course Interception (VOR).

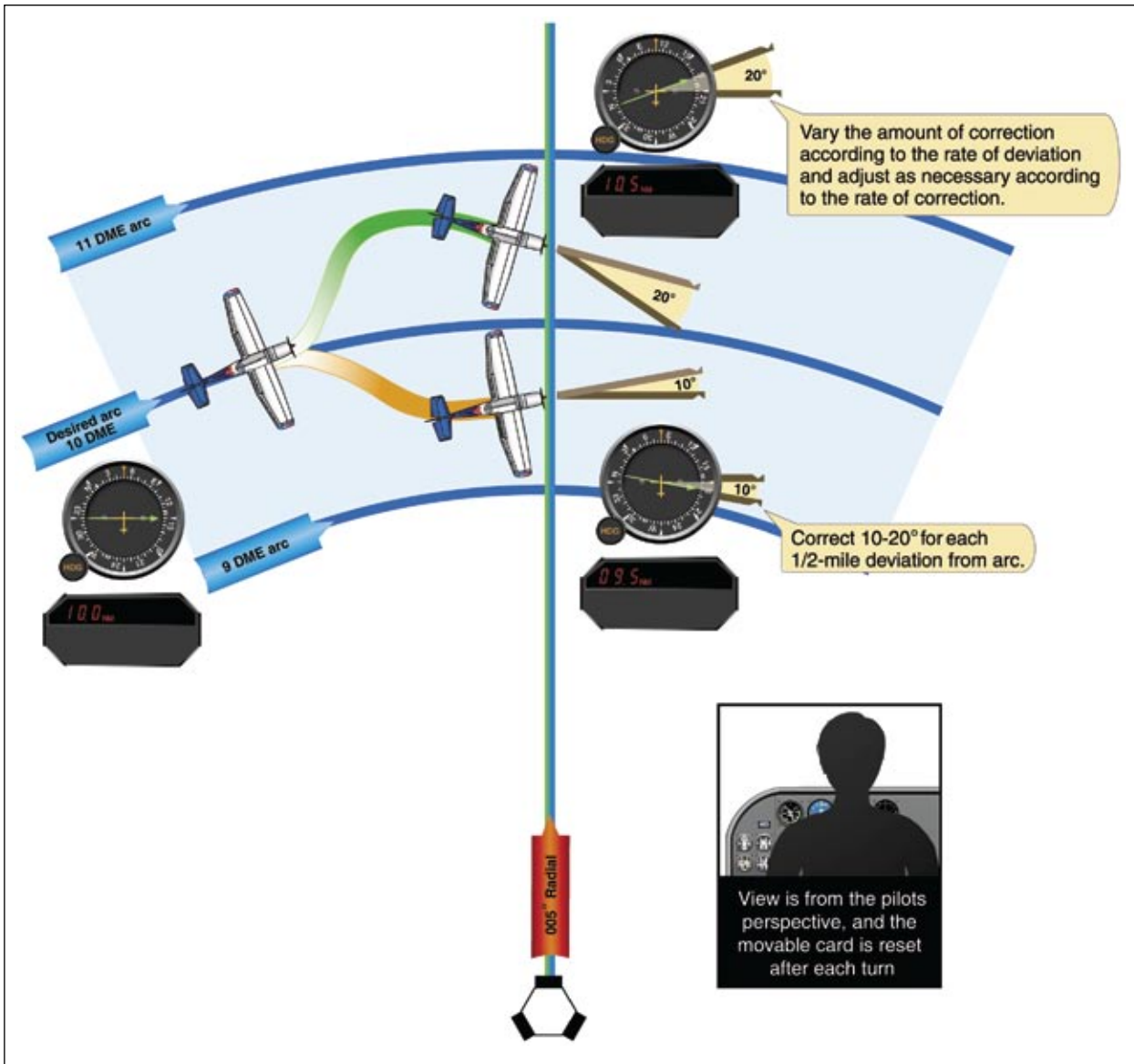


Figure 7-18. Using DME and RMI to Maintain an Arc.

7-27 *In the right column, the 2nd paragraph under “GPS Components” is changed to read:*

The space element consists of over 30 Navstar satellites. This group of satellites is called a constellation. The space element consists of 24 Navigation System using Timing and Ranging (NAVSTAR) satellites in 6 orbital planes. The satellites in each plane are spaced 60° apart for complete coverage and are located (nominally) at about 11,000 miles above the Earth. The planes are arranged so that there are always five satellites in view at any time on the Earth. Presently, there are at least 31 Block II/IIA/IIR and IIR-M satellites in orbit with the additional satellites representing replacement satellites (upgraded systems) and spares. Recently, the Air Force received funding for procurement of 31 Block IIF satellites. The GPS constellation broadcasts a pseudo-random code timing signal and data message that the aircraft equipment processes to obtain satellite position and status data. By knowing the precise location of each satellite and precisely matching timing with the atomic clocks on the satellites, the aircraft

Continued

receiver/processor can accurately measure the time each signal takes to arrive at the receiver and, therefore, determine aircraft position.

7-41 *Figure 7-37 has been corrected:*

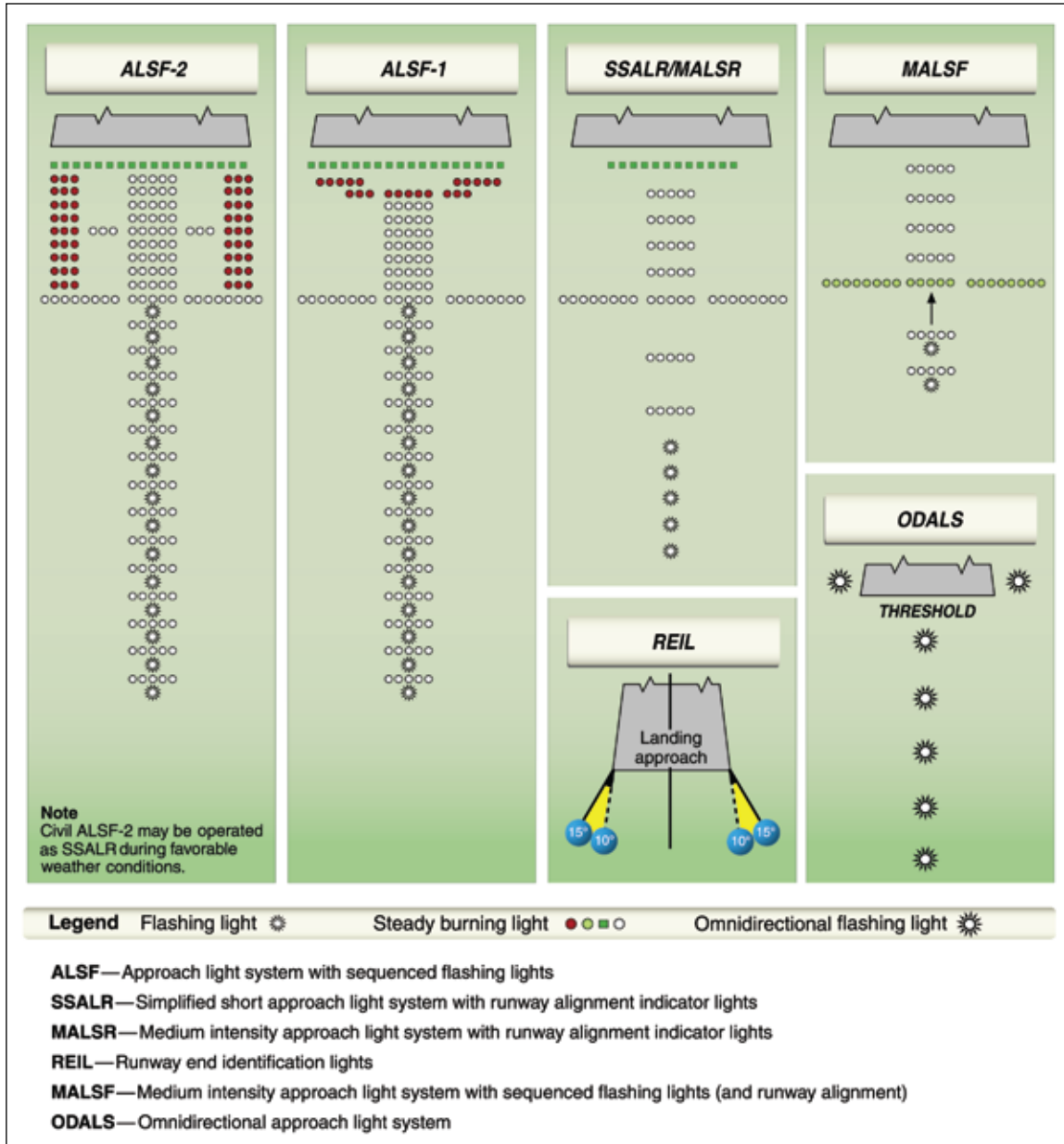


Figure 7-37. Precision and Nonprecision ALS Configuration.

10-12 *In the left column, Item #1 in the 2nd numbered list is changed to read:*

1. Parallel Procedure. When approaching the holding fix from anywhere in sector (a), fly to the fix. Afterwards, turn to a heading to parallel the holding course outbound. Fly outbound for 1 minute, turn in the direction of the holding pattern through more than 180°, and return to the holding fix or intercept the holding course inbound.