DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A-807
Revision 13
Acro Aeronautical
D.H. 104 Dove
Series 1A, 2A, 5A, 5BA,
6A, 6BA,
7A, 7AXC,
8A, 8AXC
February 15, 2022

TYPE CERTIFICATE DATA SHEET No. A-807

This Data Sheet, which is part of Type Certificate No. A-807 prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Acro Aeronautical Services Ltd. Culham Science Centre, Abingdon, Oxon, OX14 3DB. United Kingdom
Type Certificate Holder Record	The de Havilland Aircraft Co. Ltd. transferred TC A-807 to Hawker Siddeley Group in 1960. Hawker Siddeley Group transferred TC A-807 to British Aerospace plc (BAe) in 1977. British Aerospace plc (BAe) transferred TC A-807 to BAE Systems plc in 1999. BAE Systems transferred TC A-807 to de Havilland Support Ltd. in 2000. de Havilland Support Ltd. transferred TC A-807 to Acro Aeronautical Services Ltd. on February 25, 2015.

I - Model D.H. 104 Dove Series 1A and 2A (Normal Category)

Engines	2 de Havilland Gypsy Queen 70-4		
Fuel	Minimum grade 100/130 Maximum lead content 5.5 mls. TEL/Imperial Gallon		
Engine limits	Maximum continuous, (Sea Level) 40.0 in. Hg., 2600 rpm (315 bhp) (Constant manifold pressure to full throttle height of 5,000 ft) 40.0 in. Hg., 2600 rpm (330 bhp) Maximum weak mixture, (Sea level) 34.0 in. Hg., 2400 rpm (245 bhp) (Constant manifold pressure to full throttle height of 8,000 ft.) 34.0 in. Hg., 2400 rpm (265 bhp) Maximum takeoff (5 min.), 42.0 in. Hg., 2800 rpm (340 bhp) Maximum overspeed (20 sec.), 42.0 in. Hg., 2940 rpm		
Propellers	Types: Pitch: Diameter:	3-bladed (metal) Variable 7' 6"	(These details are applicable (to all the approved propellers (listed below.)

Propellers (cont'd)

Design No.	Hub Assembly	Blade Assembly
PD 116/312/1	PPX 31212	PPR 2111368TA-57
PD 116/312/2	PPX 31213	PPR 2111368TA-57
PD 117/312/3	PPX 31212	PPR 2111368TA-57-3
PD 117/312/4	PPX 31213	PPR 2111368TA-57-3
PD 118/312/1	PPX 31214	PPR 2111368TA-57
PD 118/312/2	PPX 31214	PPR 1911368TA-110
PD 119/312/1	PPX 31214	PPR 2111368TA-57-3
PD 119/312/2	PPX 31214	PPR 1911368TA-110-1
PD 126/312/1	PPX 31208	PPR 2111368TA-57
PD 126/312/2	PPX 31208	PPR 1911368TA-110
PD 127/312/1	PPX 31208	PPR 2111368TA-57-3
PD 127/312/2	PPX 31208	PPR 1911368TA-110-2

Airspeed limits

Maximum structural cruising	184 mph	(160 knots) I.A.S.
Never exceed	237 mph	(206 knots) I.A.S.
Flaps extended (See NOTE 3 for 20° setting)	125 mph	(109 knots) I.A.S.
Landing gear extended	125 mph	(109 knots) I.A.S.

C.G. range

Landplane	(-5.1) to (+7.2)	(Landing gear extended)
	(-4.6) to (+7.6)	(Landing gear retracted)

Maximum weight: Landplane 8500 lbs.

No. of Seats

Series 1A:

		LOCATION						
		-56.4	-18.0	+14.4	+48.0	+80.4	+114.0	+144.0
Number of Seats	10	2	2	2	2	2	-	-
	11	2	2	2	2	2	1	-
	13	2	2	2	2	2	1	2

Series 2A:

		-56.4	-18.0	+15.6	+63.6	+114.0
Number of Seats	7	2	1	2	2	-
	8	2	2	2	2	-
	9	2	2	2	2	1*

*Seat at Station +114 may be installed by modification No. 1302 provided that Modification No. 642 (metal floor) is also incorporated.

Maximum baggage: See manufacturer's weight and balance report issued with each individual aircraft. (Simplified loading instructions for Series 1A aircraft are given in the approved de Havilland D.H. 104 Dove Pilots Flight Manual).

Fuel capacity

130 Imp. gal. (in wings):
Two tanks 26 Imp. gal. each (-0.60),
Two tanks 39 Imp. gal. each (+26.4),
and optional installation of one additional tank, 52 Imp. gal., in fuselage (+148.8) (See NOTE 7)

Alternative fuel tankage 168 Imp. gal. (in wings):
Two tanks 31 Imp. gal. each (-0.60)
Two tanks 53 Imp. gal. each (+28.8),
and optional installation of one additional tank, 52 Imp. gal. in fuselage (+148.8) (See NOTE 7).

Oil capacity

16 Imp. gal. in Engine nacelles:
Two tanks 8.0 Imp. gal. each (-10.8)
(Imperial gallon equals 1.201 U.S. gal.)

Serial Nos. eligible	Series 1A and 2A aircraft only. The United Kingdom Certificate of Airworthiness endorsed as noted below under "Import requirements" must be submitted for each individual aircraft for which application for certification is made.
Required equipment	1. de Havilland D.H. 104 Dove Maintenance and Repair Manual. 2. de Havilland Aero Engine Gipsy Queen 70-4 Operation, Maintenance and Overhaul Manual. 3. de Havilland Hydromatic three bladed feathering and braking propellers, Operation, Maintenance and Overhaul Manual. 4. de Havilland D.H. 104 Dove Pilots Flight Manual (Series 1A and 2A).

II - Model D.H. 104 Dove Series 5A and 6A (Normal Category) (See NOTE 8 for series 5BA and 6BA)

Engines	2 de Havilland Gipsy Queen 70 Mark 2
Fuel	Minimum grade 100/130 Maximum lead content 5.5 mls. TEL/Imperial gallon
Engine limits	Maximum continuous, (Sea Level) 42.0 in. Hg., 2700 rpm (342 bhp) (Constant manifold pressure to full throttle height of 4,250 ft) 42.0 in. Hg., 2700 rpm (355 bhp) Maximum weak mixture, (Sea level) 34.0 in. Hg., 2400 rpm (245 bhp) (Constant manifold pressure to full throttle height of 8,000 ft.) 34.0 in. Hg., 2400 rpm (265 bhp) Maximum takeoff (5 min.), 45.0 in. Hg., 3000 rpm (380 bhp) Maximum overspeed (20 sec.), 45.0 in. Hg., 3150 rpm

Propellers

Types:	3-bladed (metal)	(These details are applicable
Pitch:	Variable	(to all the approved propellers
Diameter:	7' 6"	(listed below.)

Design No.	Hub Assembly	Blade Assembly
PD 143/312/1	PPX 31212	PPR 2111368TA-57 or PPR 2111368TA-57-1 or PPR 2111368TA-57-3
PD 143/312/2	PPX 31213	PPR 2111368TA-57 or PPR 2111368TA-57-1 or PPR 2111368TA-57-3
PD 143/312/3	PPX 31212	PPR 1911368TA-110 or PPR 1911368TA-110-1 or PPR 1911368TA-110-2
PD 143/312/4	PPX 31213	PPR 1911368TA-110 or PPR 1911368TA-110-1 or PPR 1911368TA-110-2
PD 143/312/5	PPX 31214 or PPX 31215	PPR 2111368TA-57 or PPR 2111368TA-57-1 or PPR 2111368TA-57-3
PD 143/312/6	PPX 31214	PPR 1911368TA-110 or PPR 1911368TA-110-1 or PPR 1911368TA-110-2
PD 143/312/7	PPX 31215	PPR 1911368TA-110 or PPR 1911368TA-110-1 or PPR 1911368TA-110-2
PD 147/312/1	PPX 31208	PPR 2111368TA-57 or PPR 2111368TA-57-1 or PPR 2111368TA-57-3
PD 147/312/2	PPX 31208	PPR 2111368TA-57 or

Propellers (cont'd)

PPR 2111368TA-57-1 or
PPR 2111368TA-57-3

Airspeed limits	Maximum structural cruising	184 mph (160 knots) I.A.S.
	Never exceed	237 mph (206 knots) I.A.S.
	Flaps extended (See NOTE 3 for 20° setting)	125 mph (109 knots) I.A.S.
	Landing gear extended	125 mph (109 knots) I.A.S.
C.G. range	Landplane (-3.7) to (+7.2)	(Landing gear extended) (Models 5A and 6A only)
	(-3.3) to (+7.6)	(Landing gear retracted) (Models 5A and 6A only)
Maximum weights	Takeoff 8800 lbs. (Landplane)	
	Landing 8500 lbs. (Landplane)	
	Landing 8625 lbs. (Landplane when Modifications 512 or 767 Part B, 1214 and 1612 are incorporated)	

No. of Seats

Series 5A:

		LOCATION						
		-56.4	-18.0	+14.4	+48.0	+80.4	+114.0	+144.0
Number of Seats	10	2	2	2	2	2	-	-
	11	2	2	2	2	2	1	-
	13	2	2	2	2	2	1	2

Series 6A:

		-56.4	-18.0	+15.6	+63.6	+114.0
Number of Seats	7	2	1	2	2	-
	8	2	2	2	2	-
	9	2	2	2	2	1*

*Seat at Station +114 may be installed by modification No. 1302 provided that Modification No. 642 (metal floor) is also incorporated.

Maximum baggage

See manufacturer's weight and balance report issued with each individual aircraft. (Simplified loading instructions for Series 5A and 6A aircraft are given in the approved de Havilland D.H. 104 Dove Crews' Notes).

Fuel capacity

130 Imp. gal. (in wings):
Two tanks 26 Imp. gal. each (-0.60),
Two tanks 39 Imp. gal. each (+26.4),
and optional installation of one additional tank, 52 Imp. gal., in fuselage (+148.8) (See NOTE 7)
Alternative fuel tankage 168 Imp. gal. (in wings):
Two tanks 31 Imp. gal. each (-0.60)
Two tanks 53 Imp. gal. each (+28.8),
and optional installation of one additional tank, 52 Imp. gal. in fuselage (+148.8) (See NOTE 7).

Oil capacity

16 Imp. gal. in Engine nacelles:
Two tanks 8.0 Imp. gal. each (-10.8)
(Imperial gallon equals 1.202 U.S. gal.)

Serial Nos. eligible

Series 5A and 6A aircraft only. (See NOTE 8 for conversion from Series 1A & 2A aircraft.)
The United Kingdom Certificate of Airworthiness endorsed as noted below under "Import requirements" must be submitted for each individual aircraft for which application for certification is made, except for Serial Nos. 04275, 04282 which have been accepted upon satisfactory verification by the Air Registration Board.

Required equipment

1. de Havilland D.H. 104 Dove Maintenance and Repair Manual.
2. de Havilland Aero Engine Gipsy Queen 70 Mark 2 Operation, Maintenance and Overhaul Manual.
3. de Havilland Hydromatic three-bladed feathering and braking propellers, Operation, Maintenance and Overhaul Manual.
4. de Havilland D.H. 104 Dove Crews' Notes (Series 5A and 6A).

III - Model D.H. 104 Dove Series 7A and 8A (Normal Category), approved November 3, 1960
(See NOTE 10 for series 7AXC and 8AXC)

Engines: 2 de Havilland Gipsy Queen 70 Mark 3

Fuel: Minimum grade 100/130
Maximum lead content 5.5 mls. TEL/Imperial gallon

Engine limits:
Maximum continuous,
(Sea Level) 42.0 in. Hg., 2800 rpm (346 bhp)
(Constant manifold pressure to full throttle height of 5250 ft)
42.0 in. Hg., 2800 rpm (361 bhp)
Maximum weak mixture,
(Sea level) 34.0 in. Hg., 2400 rpm (245 bhp)
(Constant manifold pressure to full throttle height of 8,000 ft.)
34.0 in. Hg., 2400 rpm (265 bhp)
Maximum takeoff (5 min.), 47.0 in. Hg., 3000 rpm (400 bhp)
Maximum overspeed (20 sec.), 47.0 in. Hg., 3150 rpm

Propellers:

Type:	3-bladed (metal)	(These details are applicable
Pitch:	Variable	(to all the approved propellers
Diameter:	7' 6"	(listed below.)

Design No.	Hub Assembly	Blade Assembly
PD.143/312/1	PPX.31212	PPR.2111368TA-57 or PPR.2111368TA-57-3

Airspeed limits:

Maximum structural cruising	190 mph (165 knots) I.A.S.
Never exceed	237 mph (206 knots) I.A.S.
Flaps extended (See NOTE 3 for 20° setting)	125 mph (109 knots) I.A.S.
Landing gear extended	125 mph (109 knots) I.A.S.

C.G. range:

Landplane (-3.7) to (+7.2)	(Landing gear extended)
(-3.3) to (+7.6)	(Landing gear retracted)

Maximum weights:
Takeoff 8950 lbs. (Landplane)
Landing 8500 lbs. (Landplane)
Landing 8625 lbs. (Landplane when Modifications 512 or 767 Part B, 1214 and 1612 are incorporated)

No. of Seats: Series 7A:

		LOCATION						
		-56.4	-18.0	+14.4	+48.0	+80.4	+114.0	+144.0
Number of Seats	10	2	2	2	2	2	-	-
	11	2	2	2	2	2	1	-
	13	2	2	2	2	2	1	2

No. of Seats (cont'd)

Series 8A

		-56.4	-18.0	+15.6	+63.6	+114.0
Number	7	2	1	2	2	-
of	8	2	2	2	2	-
Seats	9	2	2	2	2	1*

*Seat at Station +114 may be installed by modification No. 1302 provided that Modification No. 642 (metal floor) is also incorporated.

**Seats at -18 are relocated at -26.4 if Modification No. 1322 is incorporated.

Maximum baggage — See manufacturer's weight and balance report issued with each individual aircraft. (Simplified loading instructions for Series 7A and 8A aircraft are given in the approved de Havilland D.H. Dove 7 and 8 Series Crews' Notes)

Fuel capacity — 168 Imp. gal. (in wings):
Two tanks 31 Imp. gal. each (-0.60),
Two tanks 53 Imp. gal. each (+28.8), and optional installation of one additional tank, 52 Imp. gal., in fuselage (+148.8) (See NOTE 7)

Oil capacity — 16 Imp. gal. in Engine nacelles:
Two tanks 8.0 Imp. gal. each (-10.8)
(Imperial gallon equals 1.201 U.S. gal.)

Serial Nos. eligible — Series 7A and 8A aircraft only. The United Kingdom Certificate of Airworthiness endorsed as noted below under"Import requirements" must be submitted for each individual aircraft for which application for certification is made.

Required equipment
1. de Havilland D.H. 104 Dove Maintenance and Repair Manual.
2. de Havilland Aero Engine Gipsy Queen 70 Mark 3 Operation, Maintenance and Overhaul Manual.
3. de Havilland Hydromatic three-bladed feathering and braking propellers, Operation, Maintenance and Overhaul Manual.
4. de Havilland D.H. 104 Dove 7 and 8 Series Crews' Notes.

SPECIFICATIONS PERTINENT TO ALL MODELS

Datum — 31.2 inches aft of the front leveling peg on the port side of the fuselage. Horizontal arms to the C.G. of the items shown on this specification are plus (+) behind and minus (-) ahead of the datum.

Leveling means — Datum pegs on port side of fuselage and datum pads on main spar in cabin.

Control surface movements

Elevator	Up	27° ± 1°	Down	14° ± 1°
Elevator trim tab	Up	13° ± 0°30'	Down	20° ± 0°30'
Rudder	Right	25° ± 1°	Left	25° ± 1°
Rudder trim tab	Right	18° ± 0°45'	Left	18° ± 0°45'
Aileron	Up	21°13' ± 1°	Down	18°47' ± 1°
Flaps	Down	60° ± 1°		
Stabilizer	Fixed			

Certification basis — Type Certificate No. A-807 issued under CAR 10.

Import requirements — A U. S. Airworthiness Certificate may be issued on basis of a United Kingdom Certificate of Airworthiness for Export signed by a representative of the Ministry of Transport and Civil Aviation containing the following notation: "The airplane covered by this certificate has been examined and found to comply with British Civil Airworthiness Requirements published Jan. 1947 and with the special requirements notified by the U.S. Government to the Government of the United Kingdom."

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Service Information

Each of the documents listed below may state that it is approved by the United Kingdom Civil Aviation Authority (UK CAA).

- Service bulletins
- Structural repair manuals
- Vendor manuals
- Aircraft flight manuals
- Overhaul and maintenance manuals

The FAA accepts such documents and considers them FAA-approved for type design data unless one of the following conditions exist:

- The documents change the limitations, performance, or procedures of the FAA approved manuals.

The FAA uses post type validation procedures to approve these documents. The FAA may delegate case-by-case approval to the UK CAA on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

NOTES

NOTE 1. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

NOTE 2. The following placards must be displayed in front of and in clear view of pilot:

(a) Series 1A, 2A.
  (1) "This airplane must be operated as a normal category airplane in compliance with the operating limitations specified in the approved de Havilland D.H. 104 Dove Pilots Flight Manual."
  (2) "Normal Category (G.W. 8500 lbs. as landplanes) Acrobatic manoeuvres including spins not approved."
  (3) Lavatory "This room must not be occupied during take-off and landing."

(b) Series 5A, 6A.
  (1) "This airplane must be operated as a normal category airplane in compliance with the operating limitations specified in the approved de Havilland D.H. 104 Dove Crews' Notes."
  (2) "Normal Category (G.W. 8800 lbs. as landplanes) Acrobatic manoeuvres including spins not approved."
  (3) Lavatory "This room must not be occupied during take-off and landing."

(c) Series 5BA, 6BA.
  (1) "This airplane must be operated as a normal category airplane in compliance with the operating limitations specified in the approved de Havilland D.H. 104 Dove Crews' Notes (Series 5BA and 6BA)."
  (2) "Normal Category (G.W. 8,500 lbs. as landplane) Acrobatic manoeuvres including spins not approved."
  (3) Lavatory "This room must not be occupied during take-off and landing."

(d) Series 7A, 8A, 7AXC, 8AXC.
  (1) "This airplane must be operated as a normal category airplane in compliance with the operating limitations specified in the approved de Havilland D.H. 104 Dove 7 and 8 Series Crews' Notes."
  (2) "Normal Category (G.W. 8950 lbs. as landplanes) Acrobatic manoeuvres including spins not approved."
  (3) Lavatory "This room must not be occupied during take-off and landing."

NOTE 3. The following partial flap setting and corresponding limiting airspeed may be used:
20° 150 mph (130 knots) I.A.S.

NOTE 4. Smoking may be permitted in passenger compartment only except that when de Havilland Dove Modifications PP 206, 1299 and 1366 are all installed, smoking may be permitted in pilots' cockpit and passenger compartment only. (Relevant modifications are standard fitment in Dove 7A and 8A).

NOTE 5. Eligible with Lear Model L-2C automatic pilot and Model 1404B or Model 2203D altitude controller (optional equipment) installed in accordance with Lear installation Dwg. 91450 or 95700. Pilot's Flight Manual Supplement dated October 19, 1951, revised July 3, 1952, is required. The following placards should be installed:

"DO NOT USE AUTOPILOT BELOW 525 FEET ABOVE TERRAIN IN CRUISE CONFIGURATION"
"DO NOT USE AUTOPILOT BELOW 150 FEET ABOVE TERRAIN IN APPROACH CONFIGURATION"

NOTE 5 (cont'd).

Model L-2C autopilot installed in accordance with Dwg. 91450: Servo stall forces measured at the servo on the ground: Aileron 75 ± 5 in. lbs., elevator 25 ± 5 in.lbs., rudder 50 ± 5 in.lbs. Servo drum pitch diameters for all three axes are 1.375 in.	51 lbs. (+11)
Model L-2C autopilot installed in accordance with Dwg. 95700: Servo stall forces measured at the servo on the ground: Aileron 150 ± 5 in. lbs., elevator 50 ± 5 in.lbs., rudder 100 ± 5 in.lbs. Servo drum pitch diameters for all three axes are 2.67 in.	57 lbs. (+20)
Model 1404B altitude controller (optional equipment)	1.5 lbs. (+178)
Model 2203D altitude controller according to Lear Dwg. 95700E	2.5 lbs. (+179)
Model 937B controller according to Lear Dwg. 95700E (replaces 1409A controller per .8 lbs.)	2.3 lbs. (-75)
Model 1350B approach coupler according to Lear Dwg. 95700E	7.5 lbs. (-115)

NOTE 6. Eligible with Lear L-5 autopilot (1402C approach coupler and 2203 altitude control included) installed in accordance with Lear Dwg. 700015. Airplane Flight Manual Supplement dated June 26, 1953, is required. The following placard or equivalent should be installed in a conspicuous place near the autopilot controller in full view of the pilot:

"DO NOT USE AUTOPILOT BELOW 525 FEET ABOVE TERRAIN EXCEPT DURING APPROACH WHEN AUTOPILOT NOT TO BE USED BELOW A50 FEET ABOVE TERRAIN. MINIMUM ALTITUDES DO NOT OVERRIDE ANY HIGHER MINIMUM OPERATIONAL ALTITUDES."

Servo slip clutch torque ± 5 in.Lbs. elevator 50; rudder 100; aileron 150;
Servo drum pitch diameters for all three axes are 2.67 in.

NOTE 7. When the 52 Imperial gallon tank is installed in the rear freight compartment and is not isolated from that compartment by a fuel and vapour-tight shield, baggage shall not be carried in the compartment.

NOTE 8. Series 1A or series 2A aircraft may be converted to Series 5A or 6A aircraft in accordance with Mod 696 or 697, respectively, described in de Havilland Technical News Sheet Series CT(104) No. 94 Issue 2.

Series 1A or Series 2A aircraft may be converted to Series 5BA or 6BA aircraft in accordance with Mod. 683 or 684, respectively, described in de Havilland Technical News Sheet Series CT(104) No. 94 Issue 2.

Such conversions are provided for operators who install Gipsy Queen 70 Mk. 2 engines in Series 1A or 2A aircraft but do not wish to take advantage of the increase in maximum takeoff weight to 8800 lbs. allowed for Series 5A or 6A. The limitations for Series 5BA and 6BA aircraft will be the same as for Series 5A and 6A under Section II of this specification with the following exceptions:

C.G. range	Landplane (-5.1) to (+5.8) (Landing gear extended) (-4.6) to (+6.2) (Landing gear retracted)
Maximum weight	Landplane 8500 lbs.
Required equipment	1. de Havilland D.H. 104 Dove Maintenance and Repair Manual. 2. de Havilland Aero Engine Gipsy Queen 70 Mark 2 Operation, Maintenance and Overhaul Manual. 3. de Havilland Hydromatic three-bladed feathering and braking propellers, Operation, Maintenance and Overhaul Manual. 4. de Havilland D.H. 104 Dove Crews' Notes (Series 5BA and 6BA)

NOTE 9. The following is a list of aircraft parts which are critical from the fatigue standpoint and must be replaced at the time specified in the appropriate de Havilland Dove Technical News Sheet.

(1) Wing center section lower spar boom (See de Havilland Dove Technical News Sheet Series CT(104) No. 119).
(2) Wing lower front spar boom (See de Havilland Dove Technical News Sheet Series CT (104) No. 119).
(3) Pistons of Dunlop Pneumatic Jacks (P/N, AH.8463 and AC.11130) fitted to main and nose under carriage assemblies (See de Havilland Dove Technical News Sheet Series CT (104) No. 141).

NOTE 10. Series 1A, 2A, 5A and 6A aircraft may be converted to Series 7AXC or 8AXC aircraft in accordance with detailed instructions regarding necessary modifications contained in de Havilland Technical News Sheet series CT(104) No. 181.

This same document shows how the safe life of the wing may be calculated after conversion to Series 7AXC or 8AXC aircraft.

The limitations for Series 7AXC and 8AXC aircraft will be the same as for Series 7A and 8A under Section III of this specification.

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