VOLUME 3 GENERAL TECHNICAL ADMINISTRATION
CHAPTER 18 OPERATIONS SPECIFICATIONS

Section 7 Part H Helicopter Terminal Instrument Procedures and Airport Authorizations and Limitations

3-986 GENERAL. Part H is issued to each operator who conducts Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K), 129, or 135 instrument flight rules (IFR) operations with helicopters. It is not issued to part 135 operators who conduct only fixed-wing airplane operations. Part H is not usually issued to helicopter operators who are restricted to visual flight rules (VFR)-only operations. In rare situations, operations specification (OpSpec) H120 is issued to part 135 VFR-only operators who are authorized to conduct commuter operations with helicopters. IFR operations in any controlled airspace, including offshore, are granted to the operator by OpSpec B032. IFR operations in uncontrolled airspace are authorized by OpSpec A014.

NOTE: All Weather Operations (AWO) relating to instrument procedures must be approved by the Flight Technologies and Procedures Division (AFS-400) and the Air Transportation Division (AFS-200) or the General Aviation and Commercial Division (AFS-800), as appropriate. All 300-series and nonstandard 500-series OpSpecs/management specifications (MSpecs)/training specifications (TSpecs)/letters of authorization (LOA) (Parts A, B, C, D, E, and H) require approval by the appropriate Flight Standards policy division. Title 14 CFR parts 61, 91, 91K, 125 (including part 125 Letter of Deviation Authority (LODA) holders), 133, and 137 operators’ nonstandard operational requests must be approved by AFS-800. Title 14 CFR parts 121, 135, and 142 nonstandard operational requests must be approved for issuance by AFS-200. Parts 121, 135, and 145 repair stations and all airworthiness nonstandard requests must be approved by the Aircraft Maintenance Division (AFS-300). Nonstandard authorizations for part 129 foreign operators require approval from the International Program Division (AFS-50).

NOTE: All text added to an OpSpec/MSpec/TSpec/LOA through the use of nonstandard text entered in the nonstandard text block (sometimes referred to as “Text 99”) must also be approved by the appropriate Flight Standards policy division. For detailed guidance on the process for obtaining approval for nonstandard authorizations, principal inspectors (PI) must read the guidance contained in Volume 3, Chapter 18, Section 2.

H101—TERMINAL INSTRUMENT PROCEDURES. H101 is issued to all helicopter operators who conduct any flight operations under IFR. IFR operators whose operations are restricted to the 50 United States (U.S.) are issued H101. If an operator is authorized to conduct only IFR helicopter operations outside of the United States, subparagraphs a(4) and b are applicable. Federal Aviation Administration (FAA) Order 8260.31, Foreign Terminal Instrument Procedures, provides direction and guidance on acceptance of foreign terminal instrument
procedures, if applicable. Additional information concerning terminal instrument procedures is in Volume 4, Chapter 2.

H102—BASIC INSTRUMENT APPROACH PROCEDURE AUTHORIZATIONS—ALL AIRPORTS. H102 specifies the types of instrument approaches the helicopter operator is authorized to conduct and prohibits the use of other types of instrument approaches. Before authorizing a type of instrument approach procedure, the principal operations inspector (POI) must ensure that the operator provides appropriate training for the types of approaches to be authorized. See Volume 4, Chapter 2, for information on required training for various types of approaches.

H103—IFR LANDING MINIMUMS OTHER THAN AIRBORNE RADAR AND CATEGORIES II AND III APPROACHES—ALL AIRPORTS. H103 specifies the lowest minimums that can be used for Category I (CAT I) nonprecision approaches. It also provides special limitations and provisions for instrument approach procedures (IAP) at foreign airports, if applicable. If the operator is not authorized to conduct operations outside the U.S., H103e is not applicable. See Volume 4, Chapter 2, for information on required training for circling maneuvers and contact approaches.

OPSPEC/MSPEC/LOA H104—HELICOPTER OFFSHORE INSTRUMENT OPERATIONS: OFFSHORE STANDARD APPROACH PROCEDURE (OSAP), AIRBORNE RADAR APPROACH (ARA), AND HELICOPTER EN ROUTE DESCENT AREA (HEDA) OPERATIONS.

A. Applicability. This authorization is applicable to operators conducting helicopter operations under 14 CFR parts 91, 91K, and 135. OpSpec/MSpec/LOA H104 is used to authorize an operator to conduct OSAP, ARA, and/or HEDA operations.

B. Background. The criteria for developing offshore instrument operations are unlike those used for Standard Instrument Approach Procedures (SIAP). Offshore instrument operation course alignment may vary from one operation to the next. Helicopter OSAP, ARA, and HEDA operations to offshore platforms are classified as instrument operations and do not qualify as 14 CFR part 97 instrument approach procedures (IAP). These offshore instrument operations are developed by individual operators and authorized by the issuance of OpSpecs, MSpecs, or LOAs.

1) The offshore instrument operation courses depend on the direction and velocity of the wind and the location of transient obstacles, such as barges with cranes and ships. Airborne weather radar (WX) in the ground mapping mode is used to maintain separation from obstacles. This operation allows helicopters to make an instrument flight rule (IFR) en route descent to a radar altitude of 200 feet (ft) (OSAP and ARA) and 400 ft (HEDA) within a specified area of operation that is clear of obstructions.

2) Upon reaching visual conditions, the pilot proceeds using visual references to a landing location to execute an offshore landing. A description of the different instrument operations can be found in the current edition of Advisory Circular (AC) 90-80, Approval of
Offshore Standard Approach Procedures, Airborne Radar Approaches, and Helicopter En Route Descent Areas.

3) For each of the offshore instrument operations, the flightcrew monitors the Airborne Radar (AR), radio altimeter (RA), Terrain Awareness and Warning System (TAWS), and Global Positioning System (GPS) to determine reliability and operational correctness.

C. Operator Requirements and Procedures. Any operator that wishes to be approved for IFR offshore operations must ensure that the following navigation and facility requirements are met:

1) Route Requirements. Operators may develop these proposed and specified routes where adequate signal coverage is available.

2) Fix Coordinates. All fix coordinates will be submitted by the operator to the Flight Standards office having jurisdiction. The Flight Standards office will maintain a copy of these fixes and coordination in the operator’s file.

D. Authorized Operations. An operator’s helicopter offshore instrument operations are authorized by helicopter make, model, and series (M/M/S) in OpSpec/MSpec/LOA H104, Table 1, Authorized Helicopter Offshore Instrument Operations. The helicopter M/M/S and installed navigation equipment must be listed in Table 1 for each helicopter offshore instrument operation authorized (OSAP, ARA, and HEDA). The lowest authorized altitude and lowest authorized visibility for each helicopter M/M/S offshore operation must also be listed. See Figure 3-227, Sample H104 Table 1 – Authorized Helicopter Offshore Instrument Operations. Refer to the current edition of AC 90-80 for a detailed description of each operation. All operators conducting these operations are to obtain an OpSpec, MSpec, or LOA, as appropriate.

1) Operation Authorization. Before authorizing an operation, ensure that the operator has revised the training and operations manuals, and established that flightcrew training and checking requirements have been met and that the equipment and systems are appropriate for the types of operations to be authorized. Inspectors must ensure the operator provides the following information:

   a) The operator submits an original charted operation to the certificate-holding district office (CHDO) for approval.

   b) Rotorcraft and systems (e.g., list of helicopters, the type of navigation equipment installed, and evidence of FAA approval of the AR system for obstacle avoidance in ground mapping mode as described in the current edition of AC 90-80). Coordinate with the principal avionics inspector (PAI) to ensure that the navigational equipment required, including RA and WX with a ground mapping mode, is appropriately installed and approved for the proposed type of operation.

   c) Description of the training program.

   d) Description of the maintenance program.
e) Location of nearest weather and altimeter setting source.

f) Description of the platform lighting and markings.

g) Recommendation as to night operations.

h) Intended communication frequencies to be used.

2) Requirements for OSAP, ARA, or HEDA. There are three operations: OSAP, ARA, and HEDA. Listed below are the common requirements for all three operations.

a) Include in this application a list of helicopters, the type of navigation equipment installed, and evidence of FAA approval. If an alternate means (other than guidance provided in the current edition of AC 90-80) is proposed, coordinate with the Flight Technologies and Procedures Division (AFS-400).

b) A description of the equipment installation, helicopter flight manual supplements, changes, and proposed minimum equipment lists (MEL), if appropriate.

c) Training program.

d) Maintenance program.

e) Location of nearest weather and altimeter setting source.

f) Charted operations. The operator will submit the original charted operation to the CHDO. The CHDO will coordinate with the NextGen Branch (AFS-480) for establishing air traffic control (ATC) LOAs and specific operating areas.

g) Platform lighting.

NOTE: For night use, perimeter lights should be used to delineate the heliport (HELI) flight deck. Alternating yellow and blue omnidirectional lights of
approximately 30–60 watts (W) should be spaced at intervals to adequately outline the flight deck. A minimum of eight lights are recommended for each HELI. Adequate shielding should be used on any floodlighting that could dazzle the pilot during an approach for landing. Obstructions that are not obvious should be marked with omnidirectional red lights of at least 30 W. Where the highest point on the platform exceeds the elevation of the flight deck by more than 50 ft (15 meters (m)), an omnidirectional red light should be fitted at that point, with additional such lights fitted at 35 ft (10 m) intervals down to the elevation of the flight deck. (Refer to American Petroleum Institute (API) Recommended Practice (RP) 14F, Recommended Practice for Design and Installation of Electrical Systems for Offshore Production Platforms, paragraph 9.5.2.)

h) Request for night operations.

i) Communication frequencies.

j) Platform markings.

3) **OSAP (Only).** An OSAP is designed specifically for helicopters operating at least 5 nautical miles (NM) from land. This operation is conducted over water and not over land. These operations use a GPS for course guidance and airborne WX in the ground mapping mode for detecting and avoiding obstructions. The OSAP provides the following:

a) A positive fix for the Final Approach Point (FAP).

b) A positive method of maintaining desired track over the surface on the final and missed approach course.

c) A definite missed approach point (MAP).

**NOTE:** Rapid development of the technology employed in autopilots, flight directors (FD), and/or flight management systems (FMS) is having a major impact on how flightcrews plan and execute approaches to offshore facilities. Manufacturers of aircraft and avionics suites have developed proprietary automated systems that are beyond the scope of the current edition of AC 90-80 and OpSpec H104. Aircraft systems approval, proprietary automated systems approval, and training are addressed in OpSpecs/MSpecs/LOAs issued to the operators by their respective Certificate Management Teams (CMT), Flight Standards offices, and principal operations inspectors (POI).

4) **ARA (Only).** The request should include verification of the appropriate installation of an approved ground-based transponder (TXPDR) beacon for offshore operations. The following are required for submission:

a) Navigation systems to be used (shore to platform).

b) Elevation and location of all landing platforms, rigs or drilling ships, and any other obstacles within the intermediate and final operation areas.

5

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c) Availability and requirement for use of a platform-based radar TXPDR
beacon.

5) **HEDA (Only).** HEDAs permit a single instrument operation to serve multiple
offshore landing sites. (Refer to the current edition of AC 90-80.) The following are required for
a HEDA:

a) A representative pictorial and written description of the proposed HEDA.

b) The means by which positive course guidance is to be established.

c) The HEDA location (latitude and longitude to within the nearest tenth of a
second).

d) Operations and training manual revisions to incorporate HEDAs, if it is an
initial application.

e) The date of first intended use and the proposed length of service that
authorization is sought.

E. **Communication and Navigation Equipment: Extended Overwater or IFR
Operations.** For part 135, all navigation equipment to be used in these operations must comply
with the requirements of part 135, § 135.165(b). For parts 91 and 91K, the required navigation
equipment for these operations is listed within the authorization. All operators must comply with
part 91.

F. **Authorization Limit.** An LOA or OpSpec authorizing the use of OSAP, ARA, or
HEDA operations is issued to the operator by their respective CMT, Flight Standards office,
and/or POI. The use of HEDA procedures is valid for 1 year from the date authorized. Any
operator wishing to obtain HEDA revalidation must submit written confirmation to the POI
ensuring that the HEDA is clear of obstructions and that positive course guidance is available.
The operator must provide the means for any onsite inspection by the POI.

G. **Weather-Reporting Requirements.** Operators must comply with the
weather-reporting requirements of parts 91, 91K, and 135, as applicable, for the offshore
instrument operations authorized in OpSpec/MSpec/LOA H104. These requirements may be met
by one of the following methods, or one with an equivalent level of safety approved by the
Administrator:

1) **One Station.** The operation coordinates must be within 10 NM of an approved
weather reporting station.

2) **Two Stations.** The operation coordinates must fall within an observed area
defined by the location of two approved weather reporting stations.

   a) The observation area centerline is established by the actual bearing between
the two stations; the actual distance between the two stations is not to exceed 40 NM. The
centerline must continue on either side of each weather station by a distance of 10 NM.
b) The lateral width of the observed area may not be greater than 40 NM on either side of the established centerline.

c) The resultant maximum observation area is a rectangle 60 NM by 80 NM.

3) Remote Source. A remote source may be approved by the POI (based on the concurrence of the National Weather Service (NWS)) as a deviation from the provisions of § 135.213(b) when the operator can demonstrate an adequate level of safety for the proposed operation. The POI will authorize the deviation in the OpSpecs.

H. Additional Information. For further questions or guidance, direct questions to the Performance-Based Flight Systems Branch (AFS-470).

OPSPEC/MSPEC H105—ALTERNATE AIRPORT IFR WEATHER MINIMUMS.
OpSpec/MSpec H105 is issued to all operators who conduct instrument flight rules (IFR) operations with rotorcraft.

A. Applicability. OpSpec/MSpec H105 is an optional authorization available to operators conducting rotorcraft operations under 14 CFR parts 91K and 135. H105 authorizes an operator to derive alternate airport IFR weather minimums using Table 1, Alternate Airport IFR Weather Minimums, of H105 in those cases that require an alternate airport.

NOTE: Technical questions regarding the alternate airports and approaches authorized by H105 should be directed to the Flight Technologies and Procedures Division (AFS-400) at 202-267-8790. Questions regarding the issuance of H105, including operational and training requirements, should be directed to the Air Transportation Division (AFS-200) at 202-267-8166 or the General Aviation and Commercial Division (AFS-800) at 202-267-1100.

B. Definitions. The following applicable definitions are provided in OpSpec/MSpec A002:

1) Decision Altitude (Height) (DA(H)). “DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The ‘altitude’ value is typically measured by a barometric altimeter; the ‘height’ value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]”

2) Minimum Descent Altitude (Height) (MDA(H)). “MDA(H) is the lowest altitude in an instrument approach procedure to which a descent is authorized on final approach or during circle-to-land maneuvering. The ‘altitude’ value is typically measured by a barometric altimeter; the ‘height’ value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]”
C. IFR Alternate Airport Weather Minimums. The requirements of part 135, § 135.221 and part 91, §§ 91.169(c)(1)(ii)–(2) and 91.1039, as applicable, must be met.

D. Use of Global Positioning System (GPS)-Based Instrument Approach Procedure (IAP) Minimums at an Alternate Airport. Alternate airport planning policy for the operator is based on their equipage. Use of GPS-based IAP minimums at the departure, en route, or destination alternate airport is authorized in the U.S. National Airspace System (NAS) and in any foreign State where GPS-based (or other Global Navigation Satellite System (GNSS)-based) approaches are authorized for alternate planning. To determine if a foreign State authorizes GPS-based approaches (or other GNSS-based, including Satellite-based Augmentation System (SBAS)-based, approaches) for alternate planning, consult the applicable Aeronautical Information Publication (AIP). The wide area augmentation system (WAAS) navigation-equipped operator may plan for GPS-based IAP (e.g., GPS, Area Navigation (RNAV) (GPS), or RNAV Required Navigation Performance (RNP)) at both the destination and the alternate airport. The GPS navigation-equipped operator with fault detection and exclusion (FDE) capability (but without WAAS navigation equipment) may now plan for GPS-based IAP at either the destination or the alternate airport. Finally, the GPS- or WAAS-equipped operator with barometric vertical navigation (baro-VNAV) equipment may plan to use this capability at either the destination or alternate airports.

1) Use Table 2, GPS-Based IAP Authorizations, of H105 to authorize GPS-based IAP minimums at the alternate airport. Enter the rotorcraft make, model, and series (M/M/S) information in the “Rotorcraft M/M/S” column of Table 2. In the “Conditions and Limitations” column, select the applicable subparagraphs b(5)(e)(i) through (iv) of H105.

2) If there are mixed fleets (e.g., retrofits or other changes), verify that the operator has a method to track various equipage levels of the fleet, and provides that information to appropriate flightcrew and ground personnel.

3) If the operator does not have rotorcraft equipped with FDE or WAAS, select “N/A” from the dropdown list in the “Conditions and Limitations” column and type “N/A” in the “Remarks” column of Table 2.

NOTE: For additional clarity, see Figure 3-228, GPS-Based Instrument Approach Procedures. Use of the types of approaches shown in the “Alternate Restrictions” column requires use of the equipment shown under the associated “TSO” column.
### Figure 3-228. GPS-Based Instrument Approach Procedures

<table>
<thead>
<tr>
<th>Paragraph Reference</th>
<th>TSO</th>
<th>FDE</th>
<th>Baro-VNAV</th>
<th>Alternate Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>i</td>
<td>TSO-C129( ) or TSO-C196( )</td>
<td>Yes</td>
<td>No</td>
<td>LNAV MDA(H)</td>
</tr>
<tr>
<td>ii</td>
<td>TSO-C129( ) or TSO-C196( )</td>
<td>Yes</td>
<td>Yes</td>
<td>LNAV MDA(H) or LNAV/VNAV DA(H)</td>
</tr>
<tr>
<td>ii</td>
<td>TSO-C129( ) or TSO-C196( )</td>
<td>Yes</td>
<td>Yes</td>
<td>RNAV (RNP) no lower than RNP 0.30 DA(H)</td>
</tr>
</tbody>
</table>

**GPS-Based IAP at Either Destination or Alternate (may be either or both)**

<table>
<thead>
<tr>
<th></th>
<th>TSO</th>
<th>FDE</th>
<th>Alternate Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>iii</td>
<td>TSO-C145( ) or TSO-C146( )</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>iv</td>
<td>TSO-C145( ) or TSO-C146( )</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>iv</td>
<td>TSO-C145( ) or TSO-C146( )</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**H106—IFR TAKEOFF MINIMUMS, HELICOPTER OPERATIONS—ALL AIRPORTS.**

H106 is issued to all operators who conduct IFR helicopter operations. If an operator is not authorized to conduct operations outside of the U.S., H106c should be selected. See Volume 4, Chapter 2, for information concerning requirements an operator must meet before being authorized to use lower-than-standard takeoff minimums.

**H107—SPECIAL RESTRICTIONS FOR FOREIGN TERMINAL INSTRUMENT PROCEDURES.**

H107 is issued only when the POI (or the region responsible for the geographic area where a foreign airport is located) finds it necessary to place special restrictions on a foreign terminal instrument procedure. These special restrictions to foreign terminal instrument procedures are applicable only to U.S. air carriers and part 91K operators. The purpose of these special restrictions is to establish an equivalency between the foreign terminal instrument procedure and ICAO (PANS-OPS) or U.S. (TERPS) criteria. FAA Order 8260.31 provides direction and guidance on how to place restrictions on foreign instrument procedures.

**H108—CATEGORY II (CAT II) INSTRUMENT APPROACH AND LANDING OPERATIONS.**

(In the OpSpecs checklist, item o/s 7f will automatically select CAT II in the OpSpecs.) CAT II operations are evaluated in accordance with Volume 4, Chapter 2, Section 7, and are approved by issuance of paragraph H108. All initial CAT II operations for each operator and each aircraft used by that operator require regional office all weather operations specialist review and concurrence before the issuance of H108. This concurrence is also required before the POI may amend H108 to include an aircraft make, model, series (M/M/S) new to the operator. All reductions in CAT II operating minimums for each operator and aircraft require regional office concurrence.
A. **CAT II Approach and Landing Minimums and Authorized Aircraft.** Each aircraft M/M/S used in CAT II operations must be listed in subparagraph H108. The lowest decision height (DH) and lowest runway visual range (RVR) authorized for each aircraft must also be specified.

B. **Required CAT II Airborne Equipment.** The flight instruments, radio navigation equipment, other airborne systems required by the applicable regulation, and the FAA-approved rotorcraft flight manual (RFM) for the conduct of CAT II operations must be installed and operational. The additional airborne equipment listed or referenced is also required and must be operational for CAT II operations. There are two acceptable methods of demonstrating that an aircraft is airworthy for CAT II operations: a “type design approval” obtained by a manufacturer, or an “operational demonstration” conducted by an operator.

1) **Type Design Approval.** The RFM (or supplement), for aircraft that have CAT II type design approval, contains a statement to the effect that the airborne systems have demonstrated the reliability and redundancy necessary for CAT II operations, in accordance with the current edition of Advisory Circular (AC) 120-29, Criteria for Approval of Category I and Category II Weather Minima for Approach. These approved RFMs and supplements also specify that certain equipment is required for airworthiness approval of the various kinds of CAT II operations. Some of the approved RFMs also indicate that acceptable CAT II performance was demonstrated both with and without (w/wo) certain equipment (for example w/wo autothrottles). AC 120-29 also specifies that certain types of equipment are required for operational approval of the various kinds of CAT II operations (manual/autopilot). Therefore, both the RFM and AC 120-29 must be considered in determining the additional equipment that must be specified in H108.

   a) Explicitly Required Equipment. Equipment that is explicitly required by the aircraft certification regulations (14 CFR parts 27 and 29), the operating regulations (parts 91 and 135) and/or the RFM should not be specified in H108. The standard text of H108 requires this equipment to be functional.

   b) Non-Explicitly Required Equipment. When the RFM indicates acceptable performance both w/wo certain items of equipment not explicitly required by AC 120-29, the POI must determine how the operator intends to conduct CAT II operations and train flightcrews with those items of equipment. If the operator proposes to conduct operations both w/wo certain items of equipment (such as autothrottle, autopilot), flightcrews must be trained for both situations, and the item of equipment does not need to be listed in H108. If the operator proposes to conduct operations only when those items of equipment are functional, then those items of equipment must be specified in H108.

2) **Operational Demonstration by the Certificate Holder.**

   a) Non-Type Design Equipment. The operational demonstration method of ensuring the airworthiness of CAT II equipment is only appropriate for aircraft and equipment that do not have CAT II type design approval. The certificate holder must conduct the operational demonstration in accordance with AC 120-29. The additional equipment that must be specified in H108 is determined by considering the equipment required by the rotorcraft.
certification regulations (parts 27 and 29), operating regulations (parts 91 and 135), AC 120-29, and the equipment configuration used during the operational demonstration of airworthiness conducted by the operator. Equipment required by the rotorcraft certification regulations and operating regulations should not be listed in H108. Equipment required by AC 120-29, and any other items of equipment essential to the CAT II equipment configuration used in the operational demonstration of airworthiness must be listed as additional equipment in H108.

b) Manual/Autopilot Operations. Manual and/or autopilot operations must be specified for each item of equipment listed in H108. The POI accomplishes this by selecting the appropriate item of equipment. If an item of equipment is applicable to both manual and autopilot, both must be selected. If only one kind of CAT II operation is authorized, then the X’s must be placed in the appropriate “Manual” or “Autopilot” column. For examples of how the items of equipment should be specified for the kind of CAT II operation.

C. Required RVR Reporting Equipment. These requirements are automatically issued in H108.

D. Pilot Qualifications. These requirements are automatically issued in H108.

E. Operating Limitations. These requirements are automatically issued in H108.

F. Missed Approach Requirements. These requirements are automatically issued in subparagraph H108.

G. Authorized Landing Areas. Airports and runways for which an operator is authorized to conduct CAT II instrument approach and landing operations are specified by H108. If the airport and runways are approved for CAT II operations in 14 CFR part 97, they should not be listed in H108 unless the POI determines that there is a need to specify a special limitation for an operator at a particular airport. If the CAT II approach procedure is published in the National Oceanic and Atmospheric Administration (NOAA) IAP flight information publication as a CAT II procedure, it is approved in part 97. Airports and runways not listed in part 97, but approved for operator use, must be specified in H108.

H109—CATEGORY III (CAT III) INSTRUMENT APPROACH AND LANDING OPERATIONS. CAT III operations are evaluated in accordance with current edition of AC 120-28, Criteria for Approval of Category III Landing Weather Minima, and this handbook (see Volume 4, Chapter 2, Section 7). POIs approve CAT III operations by issuing paragraph H109. Before a POI may issue or amend paragraph H109, the POI must coordinate with and obtain written concurrence from the appropriate regional office all weather operations (AWO) specialist. That written concurrence must contain each operation and each M/M/S of aircraft used by that operator.

A. CAT III Approach and Landing Minimums. The decision height/alert height (DH/AH) and lowest RVR authorized for each M/M/S of aircraft type must be specified in H109 for the kinds of CAT III operations authorized. CAT IIIa fail-passive operations must use a 50-foot DH. Most CAT IIIa/IIIb fail-operational operations use a 50- or 100-foot DH. Use of a DH in conjunction with an AH for these operations is inappropriate. Sometimes, however, a DH is required for fail-operational CAT III operations (see AC 120-28). In these situations, a 50-foot
DH or less should be specified. Use of an AH in these operations is inappropriate. Table 3-29 illustrates the method for authorizing each aircraft in H109.

B. Required CAT III Airborne Equipment. The equipment required to conduct CAT III operations for each aircraft M/M/S is specified by H109b and is established in accordance with the applicable regulation, the RFM, and AC 120-28. The only acceptable method of demonstrating the airworthiness of an aircraft for CAT III operations is through type design approval obtained by a manufacturer. The RFM (or supplement), for aircraft that have CAT III type design approval, contains a statement to the effect that the airborne systems have demonstrated the reliability and redundancy necessary for CAT III operations, in accordance with AC 120-28. These RFMs also specify that certain equipment is required for airworthiness approval of the various kinds of CAT III operations. Some of the RFMs also indicate that acceptable CAT III performance was demonstrated both w/wo certain equipment (for example w/wo autothrottles). AC 120-28 also specifies that certain types of equipment are required for operational approval of the various kinds of CAT III operation Therefore, the POI must consider both the RFM and Volume 4, Chapter 2, Section 7, when determining the additional equipment to be specified in H109.

1) Additional Equipment. Equipment that is explicitly required by the rotorcraft certification regulations (parts 27 and 29), the operating regulations (parts 91 and 135), and the RFM should not be specified in H109. The standard text of H109 requires this equipment to be functional. Therefore, the additional equipment that must be specified in H109 is determined by cross-checking the types of equipment required by AC 120-28 for the kind(s) of CAT III operation(s) proposed against the equipment required by the regulations and the RFM. The additional equipment to be specified in H109 is not only that explicitly required by the regulations and the RFM, but also that required by AC 120-28 and the direction of the regional AWO specialist and POI.

2) Special Provisions. When the RFM indicates acceptable performance both w/wo certain items of equipment (which are not explicitly required by AC 120-28 or AWO), the POI shall specify in H109 those items of equipment that the operator intends to use. If the operator proposes to conduct operations only when those w/wo items of equipment are functional, then those items of equipment must be specified in H109.

C. Kinds of CAT III Operations. Fail-passive and/or fail-operational must be specified for each item of equipment listed in H109 for each aircraft type. POIs accomplish this by selecting the appropriate statement adjacent to each item of equipment. If an item of equipment is applicable to more than one kind of operation, it must be indicated in appropriate columns.


E. Operating Limitations. Limitations for rotorcraft operations are automatically issued in H109.

F. Missed Approach Requirements. These requirements are automatically issued in H109.
G. Authorized CAT III Airports and Runways. All airports and runways to which an operator is authorized to conduct instrument approach and landing operations are specified in H109. If the POI and the regional AWO determine that there is a need to specify special limitations for the operator at a particular airport (for example, SEA 16R), then those special limitations shall be specified in H109. All CAT III airport and runway approvals are approved in accordance with FAA Order 8400.8, Procedures for Approval of Facilities for 14 CFR Part 121 and Part 135 CAT III Operations; AC 120-28; and this handbook. Certain airports and runways (SEA, MSP, C VG, PIT) require the Flight Technologies and Procedures Division (AFS-400) evaluation and approval for each aircraft type. POIs must contact the regional AWO for further direction and guidance concerning the approval of CAT III airports and runways. Table 3-30 illustrates how POIs should complete H109.

H110—FLIGHT CONTROL GUIDANCE SYSTEMS FOR AUTOMATIC LANDING OPERATIONS OTHER THAN CATEGORIES II AND III.

A. POI Responsibilities. H110 authorizes an operator to use a flight control guidance system with automatic landing capabilities to touchdown. Before issuing H110, the POI must determine the following:

- The RFM permits use of the flight control guidance system (autoland system) to touchdown.
- Training on the use of the flight control guidance system and autoland procedures is provided to flightcrew members.
- The operator continually maintains flight control guidance and autoland systems in accordance with an approved maintenance program for autoland operations.

B. Helicopters. The helicopters (make/model) and the flight control guidance systems (manufacturer/model) authorized for this type of operation, must be listed in subparagraph H110. Table 3-31 is an example of how the helicopter and flight control guidance systems should be listed.

H111—MANUALLY FLOWN FLIGHT CONTROL GUIDANCE SYSTEM CERTIFIED FOR LANDING OPERATIONS OTHER THAN CATEGORIES II AND III. TBD.

H112—INSTRUMENT APPROACH OPERATIONS USING AN AREA NAVIGATION SYSTEM. TBD.

H113—SPECIAL TERMINAL AREA IFR OPERATIONS—AUTHORIZATIONS, LIMITATIONS, AND PROVISIONS.

A. Types of Special Operations. H113 authorizes an operator to conduct the following types of special operations:

- Nonscheduled passenger and cargo and scheduled all-cargo terminal area IFR operations outside of controlled airspace.
• Scheduled passenger terminal area IFR operations outside of controlled airspace and at locations without an operating air traffic control tower.
• Use of special (non-part 97) instrument approach or departure procedures.

B. Nonscheduled Operations. Before authorizing nonscheduled terminal area IFR operations outside of controlled airspace, the POI must determine that the operator has a method or procedure for obtaining and disseminating necessary operational information. This operational information must include the following:

• The airport is served by an authorized instrument approach procedure (and departure procedure when applicable);
• Applicable charts for crewmember use;
• Operational weather data from an approved source for control of flight movements and crewmember use;
• Status of airport services and facilities at the time of the operation; and
• Suitable means for pilots to obtain traffic advisories.

H114—SPECIAL AIRPORT AUTHORIZATION, PROVISIONS, AND LIMITATIONS FOR CERTAIN AIRPORTS.

A. General. OpSpec H114 provides for special helicopter authorizations into certain airports. The authorizations include the following:

1) Part 135 air carriers to conduct helicopter operations into airports that because of special operational considerations may require special aircraft performance charts and equipment, special lighting (flare pots, etc.), or special helipads and special flightcrew member training. These may include but are not limited to:

   a) Operations into airports with special runway markings, such as flare pots or trees;
   b) High altitude airports with special performance requirements;
   c) Airports in or near precipitous terrain, and
   d) Airports with unpaved runways or runways constructed on frozen lakes and rivers.

2) For authorizing part 135 air carriers to conduct helicopter operations using the Reginald Bennett International Runway Reflectorization System in Alaska:

   a) The air carrier must provide a station agent at the airport trained to give wind information to the flightcrew, and
   b) Train its flightcrews on this specific system in accordance with an approved training program. The training program must be approved in accordance with the following criteria:
1. Each pilot must receive initial and recurrent training in accordance with his or her company-approved training program.

2. Initial training must be completed by each person (both ground and flight personnel) prior to that person’s participation with this authorization.

3. Recurrent training must be completed within each subsequent 12 calendar-months.

4. Whenever a person who is required to take this recurrent training completes the training in the calendar month before or the calendar month after the month in which this recurrent training is required, that person is considered to have completed it in the calendar month in which it was required.

c) Table 3-27, the sample below shows how to provide authorization for conducting operations after curfew hours at specific airports or use of the RBI Runway Reflectorization system at specific airports in Table 1 of OpSpec H114.

B. Authorizations Where Other OpSpecs May Be Applicable.

1) OpSpec H122 should be used for listing the airports/runways where AFS-400 has approved specific “Special” instrument procedures for a certificate holder.

2) OpSpec H107 is applicable for authorizing specific foreign terminal instrument procedures.

3) OpSpec H121 is applicable for authorizing a certificate holder to conduct helicopter operations in airport terminal areas in Class G and E airspace.

C. Airport Requirements. The requirements of 14 CFR § 135.229, Airport Requirements, must be met.

Table 3-27. Sample of Airports and Special Provisions

<table>
<thead>
<tr>
<th>Airport Location/Identifier</th>
<th>Special Provisions and Limitations and Special Flightcrew Member Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>PKEK, Ekwok, Alaska</td>
<td>A station agent is required to give wind information to the flightcrews and the flightcrew must have completed the required approved training on the RBI Runway Reflectorization System.</td>
</tr>
<tr>
<td>Tahiti Island, Society IS; PPT/NTAA</td>
<td>Approved as destination airport without an available alternate.</td>
</tr>
</tbody>
</table>
H117—CAT I, ILS, MLS, OR GLS APPROACH PROCEDURES WITH SPECIFIC IFR LANDING MINIMUMS. H117 prescribes conditions and limitations for straight-in CAT I precision IAP. It also provides special limitations and provisions for IAP at foreign airports if the operator is authorized to conduct operations outside the United States in B050. See Volume 4, Chapter 2 for information on required training for precision approaches.

H118—HELICOPTER CIRCLE-TO-LAND MANEUVERS USING IFR CAT I LANDING MINIMUMS. H118 prescribes the lowest minimums that can be used for CAT I circling maneuvers. See Volume 4, Chapter 2 for information on required training for circling maneuvers.

H119—HELICOPTER IFR CONTACT APPROACHES USING IFR CATEGORY I LANDING MINIMUMS. H119 prescribes the lowest minimums that can be used for CAT I contact approaches. See Volume 4, Chapter 2 for information on required training for contact approaches.

H120—AIRPORTS AUTHORIZED FOR SCHEDULED OPERATIONS.

A. OpSpecs. Under 14 CFR part 119, the OpSpecs must prescribe the authorizations and limitations for each type of operation. All regular, provisional, and refueling airports shall be listed in the OpSpecs of all operators conducting scheduled operations. This includes helicopter commuter operations. The operator may provide a list of these airports which can be incorporated into the OpSpecs by reference to the list in H120.

B. Template. If the airports are to be listed in H120, the OpSpecs worksheet and computer provide a template for the information that must be listed. This information includes the following:

- Airport name.
- Three-letter identifier of the airport, if available.
- Aircraft authorized to use the airport. (Normally, the operator’s aircraft can be listed in the seven spaces provided at the top of the “Authorized Aircraft” column.)
- A notation that the airport is a regular airport (R) for the type of aircraft authorized.

C. Info Format. Table 3-32 is an example of how this information can be formatted:

NOTE: If an airport is designated as provisional, the regular airport for which it serves as a provisional airport must be annotated. (Except in unique situations, an airport should not be designated as a provisional airport if it is located more than 30 statute miles from the regular airport.)

D. Airports. If the operator provides a list of airports to be incorporated into H120, this list must provide the same type of information previously discussed. This list must be annotated with the effective date of the listing. The list does not need to be physically attached to H120, but it must be maintained on file in the certificate-holding district office (CHDO) with copies of the
E. **List of Alternate Airports.** H120 specifies that the operator must maintain a list of alternate airports that can be used. The list of alternates may be integrated into the list provided by the operator, if desired. If a separate list of alternate airports is maintained by the operator, it is not necessary for the FAA to maintain a copy. The POI, however, should occasionally inspect the list of alternates to determine airport and aircraft compatibility.

**H121—SCHEDULED PASSENGER TERMINAL AREA IFR ROTORCRAFT OPERATIONS IN CLASS G AIRSPACE.**

A. **Scheduled Operations.** Before authorizing scheduled terminal area IFR helicopter operations outside of controlled airspace, or at airports without an operating air traffic control tower, the POI must obtain and list the following information in H113.

- Names of airports.
- Source of weather information to be used by flightcrews (see Volume 3, Chapter 26, Section 4).
- Sources of traffic and airport advisories.

B. **Sources of Traffic and Airport Advisories.** Certificate holders may be authorized to use any two-way radio source of air traffic advisory information listed in the Airman’s Information Manual (AIM) (for operations in U.S. airspace) or equivalent aeronautical information publications (for foreign operations).

1) These sources include common traffic advisory frequencies, unicom, multicom, and Flight Service Stations (FSS).

2) If an air traffic advisory source is also suitable for determining the status of airport services and facilities, it is the only source that needs to be listed in H121.

3) When airport services and facilities information is on a different frequency than the traffic advisory frequency, both sources should be listed in H121.

4) In those cases where two sources are listed at the same airport, inspectors must ensure that the operator’s manuals have procedures that require pilots to continuously monitor and use the traffic advisory frequency when operating within ten nautical miles of the airport. The procedures should require communication concerning airport services and facilities to be completed while more than 10 miles from the airport.

5) At some airports, no public use frequencies may be available. In those cases, a certificate holder must arrange for radio communication of essential information including surveillance of local or transient aircraft operations by ground personnel. Ground personnel who operate a company radio for airport status and traffic advisory must be able to view airspace around the airport.
H122—SPECIAL TERMINAL INSTRUMENT APPROACH OR DEPARTURE PROCEDURES. Volume 3, Chapter 18, Section 5 guidance for operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) C081 provides guidance on how to authorize a certificate holder to fly special terminal instrument approach or departure procedures. Contact the regional Flight Standards division (RFSD) NextGen Branch (RNGB) for the geographic area of the airport/heliport for more information.

Table 3-28. Example List of HEDA with LAA

<table>
<thead>
<tr>
<th>Authorized Helicopter En Route Descent Areas</th>
<th>Lowest Authorized Altitude (LAA)</th>
<th>Remarks, Limitations, and Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eugene Island Block 191</td>
<td>400 Ft.</td>
<td>Increase LAA to 700 Ft. with radar altimeter or mapping radar inoperative</td>
</tr>
</tbody>
</table>

Table 3-29. CAT IIIa Fail—Passive Operations

1. CATEGORY IIIa FAIL-PASSIVE OPERATIONS

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE MAKE/MODEL/SERIES</th>
<th>DH/AH</th>
<th>LOWEST AUTHORIZED RVR</th>
</tr>
</thead>
<tbody>
<tr>
<td>BH-222</td>
<td>50 DH</td>
<td>700</td>
</tr>
</tbody>
</table>

2. CATEGORY IIIa FAIL-OPERATIONAL OPERATIONS

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE MAKE/MODEL/SERIES</th>
<th>DH/AH</th>
<th>LOWEST AUTHORIZED RVR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SK-76</td>
<td>100 AH</td>
<td>700</td>
</tr>
</tbody>
</table>

3. CATEGORY IIIb FAIL-OPERATIONAL OPERATIONS

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE MAKE/MODEL/SERIES</th>
<th>DH/AH</th>
<th>LOWEST AUTHORIZED RVR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SK-76</td>
<td>100 AH</td>
<td>300</td>
</tr>
</tbody>
</table>

Table 3-30. Example List of Runway Special Limitations by Airport

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>RUNWAYS</th>
<th>SPECIAL LIMITATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>William B. Hartsfield</td>
<td>8L, 8R</td>
<td></td>
</tr>
<tr>
<td>Atlanta, GA (ATL)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 3-31. Example List of Flight Control Guidance Systems by Aircraft

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE (MAKE/MODEL)</th>
<th>FLIGHT CONTROL GUIDANCE SYSTEM (MANUFACTURER/MODEL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-76</td>
<td>Astronautics P/N 131810</td>
</tr>
<tr>
<td>Bell 222</td>
<td>Sperry SHZ-222</td>
</tr>
</tbody>
</table>

Table 3-32. Example List of Aircraft Authorized by Airport

<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>IDENT</th>
<th>AIRCRAFT AUTHORIZED</th>
<th>P. FOR IDENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SK61</td>
<td>BH222</td>
<td></td>
</tr>
<tr>
<td>Albany County</td>
<td>ALB</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>John F. Kennedy Intl.</td>
<td>JFK</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>La Guardia</td>
<td>LGA</td>
<td>R</td>
<td>R</td>
</tr>
</tbody>
</table>

HSPEC/LOA H123—CLASS I NAVIGATION USING AREA OR LONG-RANGE NAVIGATION SYSTEMS WITH WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR ROTORCRAFT REQUIRED NAVIGATION PERFORMANCE (RNP) 0.3 EN ROUTE AND TERMINAL OPERATIONS.

A. Purpose. This authorization is applicable to operators conducting operations under 14 CFR parts 91 subpart K (part 91K) and 135. The H123 templates are used to authorize an operator to conduct Class I navigation using an area navigation (RNAV) system augmented by the WAAS for RNP 0.3 rotorcraft operations. H123 is also applicable to certificate holders/operators/program managers conducting operations using 14 CFR part 97 U.S. instrument flight rules (IFR) RNAV for RNP 0.3 rotorcraft terminal operations including RNP 0.3 departure procedures (DP), Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Standard Terminal Arrival Routes (STAR).

B. Equipment and Training. If an operator’s rotorcraft is properly equipped and its flightcrews are trained to conduct RNP 0.3 operations, then authorization should be selected from Table 3-32A.
Figure 3-220. Sample H123 Table 1 – Rotorcraft, RNAV Equipment, and RNP 0.3 Authorization

<table>
<thead>
<tr>
<th>Rotorcraft</th>
<th>Compliant RNAV System(s) and Software</th>
<th>Navigation Specification(s)</th>
<th>Additional Capabilities</th>
<th>Limitations and Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>M/M/S</td>
<td>Manufacturer</td>
<td>Model/HW Part #</td>
<td>Software Part/Version Number</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BHT-412-412</td>
<td>King KLN</td>
<td>900</td>
<td>RNP 0.3/A-RNP</td>
</tr>
<tr>
<td></td>
<td>ECD-EC135-T2+</td>
<td>Garmin GNS</td>
<td>430/530</td>
<td>RNP 0.3/RF</td>
</tr>
<tr>
<td></td>
<td>MBB-BK117-C2</td>
<td>Garmin GNS</td>
<td>430/530</td>
<td>RNP 0.3</td>
</tr>
</tbody>
</table>

C. Bundling.

1) **Qualification Bundles.** Every effort should be made to bundle qualifications within the hierarchy of an OpSpec/MSpec, where applicable, and also combine other OpSpecs/MSpecs as desired by qualified operators.

2) **Bundling RNP 0.3 and Advanced RNP (A-RNP).** If an operator’s aircraft is eligible (properly equipped) and its flightcrews are appropriately trained to conduct both RNP 0.3 and A-RNP, enter the aircraft make, model, and series (M/M/S), navigation equipment, and RNP 0.3 and A-RNP in the Navigation Specification(s) column or, if not A-RNP qualified, enter RNP with Radius to Fix (RF) or RNP 0.3 only.

D. **A-RNP Authorization.** Table 3-32A specifies A-RNP capabilities the operator is authorized to conduct under IFRs. In the automated Web-based Operations Safety System (WebOPSS), the principal operations inspector (POI) will select A-RNP, if applicable. A-RNP is defined in the United States by the following three operational and functional capabilities: scalability, RF, and parallel offset. Additionally, A-RNP operators must be able to meet the continuity requirements of a given operation.

E. **Additional Capabilities.** Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 3-32A under additional capabilities for those who qualify for A-RNP.

F. **Direct Questions to AFS-470.** For questions, contact the Performance Based Flight Systems Branch (AFS-470).

G. **Determining Eligibility.** Advisory Circular (AC) 90-105 provides the minimum criteria for RNP systems to operate on RNP routes and procedures. Manufacturers should evaluate their systems against these criteria and document the RNP capabilities as per guidance in AC 90-105, Appendix D. If the operator is unable to determine that the rotorcraft is eligible, the operator must provide the following:
• RNAV system make, model, and part number(s);
• Evidence of compliance with AC 90-105 requirements;
• Crew operations procedures (Refer to Appendix D, AC 90-105);
• Crew training program (Refer to Appendix D, AC 90-105); and
• Any other pertinent information.

1) Based on the information supplied by the operator, the POI must coordinate with the principal avionics inspector (PAI) to determine equipment eligibility for RNP 0.3.

   a) The PAI determines the proper nomenclature of the manufacturer’s make/model/software version and that the RNP 0.3 system is installed in accordance with approved data and meets the criteria of AC 90-105.

   b) If the CHDO is unable to determine equipment eligibility for RNP 0.3, contact AFS-470 for guidance.

2) The following are rotorcraft RNP 0.3 qualification methods for operational system requirements:

   a) A statement of compliance with criteria from AC 90-105 and the current edition of AC 20-138, Airworthiness Approval of Positioning and Navigation Systems, included in the Rotorcraft Flight Manual (RFM) or RFM Supplement (type certificate (TC) or Supplemental Type Certificate (STC) holder). Rotorcraft conducting RNP 0.3 operations must have an airworthiness approval for Satellite-based Augmentation System (SBAS) based IFR operations. Any limitations required for IFR operations will also apply to RNP 0.3 operations.

   b) Rotorcraft without a statement from the manufacturer documenting compliance must meet the following criteria:

      1. Global Positioning Satellite (GPS) standalone systems should be approved in accordance with Technical Standard Order (TSO)-C146a or later operational class 1, 2, or 3 (RTCA/DO-229C) and meet the functionality requirements of Appendix D of AC 90-105. GPS systems must be installed for IFR operations in accordance with AC 20-138.

      2. Rotorcraft with TSO-C145a or later installed with a flight management system (FMS) that meets the requirements of TSO-C115b or later and is installed for IFR use in accordance with AC 20-138.

3) Existing manufacturer compliance findings and operator approvals that follow regulatory guidance consistent with the navigation specifications (Nav Spec) for RNAV 1, RNAV 2, RNAV 5, Required Navigation Performance Approach (RNP APCH), and RNP 1 are not impacted by this Nav Spec for the associated operations. If a manufacturer or operator has already obtained such approvals, a re-examination of the rotorcraft or operator for those operations relative to RNP 0.3 by the FAA is unnecessary. In this latter case, the manufacturer and operator may only need to undertake the RNP 0.3 airworthiness qualification and operator criteria to facilitate acceptance and flexibility for new applications predicated upon RNP 0.3 capability or performance not covered by existing Nav Specs.
H. Procedures. Procedures utilized under this approval should be outlined in the appropriate operations manual or outlined in OpSpec/LOA A008, as applicable.

I. RNP 0.3 DPs and STARs. AC 90-105 provides detailed guidance for certificate holders/operators/program managers regarding operations on RNP 0.3 DPs and STARs.

RESERVED. Paragraphs 3-987 through 3-1025.