

**ORDER**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

7110.66B

2/3/99

**SUBJ: NATIONAL BEACON CODE ALLOCATION PLAN (NBCAP)**

1. **PURPOSE.** This order prescribes the procedures and the functional responsibilities for the use of Mode 3/A of the Air Traffic Control Radar Beacon System (ATCRBS). It applies to all air traffic control (ATC) facilities that provide services in United States (U.S.) domestic or oceanic airspace.

2. **DISTRIBUTION.** This order is distributed to select offices in Washington Headquarters, regional offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, all air traffic control facilities, all flight standards and international aviation field offices, and interested aviation public.

3. **CANCELLATION.** Order 7110.66A, National Beacon Code Allocation Plan, dated July 12, 1976, is canceled.

4. **EXPLANATION OF CHANGES.** This revision simplifies, delegates and/or reassigns NBCAP responsibilities. Certain terms and procedures were changed or deleted. Several changes were made to the military and special use codes outlined in Appendix 1, National Beacon Code Allocations, such as the addition of the code 1255 for fire fighting aircraft. References to 'within' or 'outside' NBCAP airspace were deleted since this NBCAP order applies to all (domestic, offshore and oceanic) airspace where the U.S. provides air traffic services. A notation was added for the Department of Defense (DOD) to coordinate beacon code requirements needed outside U.S. controlled airspace with the appropriate air traffic authorities. Duplicate internal departure code allocations were annotated. A requirement was established for each regional Air Traffic Division (ATD) to supplement this order.

5. **DEFINITIONS.**

a. **Code Block** normally consists of a part of one or more code subsets.

b. **Code Subset** is a series of beacon codes consisting of a nondiscrete/basic code (i.e., ##00) followed by 63 discrete codes (e.g., 2000, 2001, 2002,...2077). The entire subset may be identified by using the four digits of the basic code (e.g., the 2100, 5200, 0000 subsets).

Distribution: ZAT-710; FAT-1,2,8 (All);  
FAT-4,5,6,7 (LTD); FFS-1,2,7 (LTD);  
FIA-O (LTD); External

Initiated By: ATO-100

c. **Computer Assigned Code** is a beacon code assigned to a specific flight plan as the result of a program function or a controller message input.

d. **Defense Visual Flight Rules (DVFR)** are defined in 14 CFR (FAR) Part 99 for flights operating in an Air Defense Identification Zone (ADIZ) under visual flight rules (VFR) in accordance with FAR Part 91.

e. **Discrete Codes** are beacon codes which do not end in the numerals "00" ( e.g., 0101, 5520, 6421). There are 4032 discrete codes.

f. **External Departure Code** is a beacon code for a flight plan with either the departure point, at least one route segment, or the destination not in the same Air Route Traffic Control Center's (ARTCC) airspace.

NOTE: Flight plans filed by aircraft in flight and active flights inbound from oceanic or non-U.S. airspace shall be considered for code assignment purposes as departures and assigned codes from appropriate internal or external departure subsets.

g. **Function Codes** are nondiscrete beacon codes listed in the current edition of Order 7110.65, Air Traffic Control, reserved for a specific activity or flight category (e.g., departure, en route, or arrival).

h. **Internal Departure Code** is a beacon code for a flight plan with the departure point, the complete route-of-flight, and the destination in the same ARTCC's airspace.

NOTE: Flight plans filed by aircraft in flight and active flights inbound from oceanic or non-U.S. airspace shall be considered for code assignment purposes as departures and assigned codes from appropriate internal or external departure subsets.

i. **Nondiscrete/Basic Codes** are beacon codes which end in the numerals "00" ( e.g., 0100, 1200). There are 64 nondiscrete codes.

j. **Octal Code System** is the number system used to designate radar beacon codes. The system contains 4096 codes (0000-7777). Each code contains four digits between the numbers "0" and "7" inclusive. (The numbers "8" and "9" are not used in the octal code system.)

k. **Primary Code Block** consists of one or more subsets in an ARTCC's computer from which code assignments are first attempted.

1. **Secondary Code Block** is one or more subsets, adapted in an ARTCC's computer from which code assignment is attempted only when all discrete codes in the primary code block are in use, when the value for parameter code reassignment delay time (CRDT) is set to zero.

NOTE: Primary and secondary code blocks shall be adapted in the internal and external departure categories. EP and ES are used to indicate external departure primary and secondary code blocks while IP and IS are used to indicate internal departure primary and secondary code blocks. These designations followed by a number (EP-1, ES-1, IP-1, IS-1) indicate code assignment priority with the number "1" being the highest priority. Available primary code blocks will normally be depleted prior to secondary code blocks being used.

## 6. CONCEPT.

a. The NBCAP is based upon the concept of discrete beacon code subsets allocated to each ARTCC so that codes can be adapted and assigned by a computer to a flight plan according to a specific procedure. Ideally, each ARTCC should be allocated enough exclusive subsets so that each aircraft could be assigned a unique discrete code which would not be duplicated anywhere in the system. The system would thereby allow all aircraft to proceed from departure to destination using the same discrete code. Unfortunately, duplicate subset allocations are unavoidable because of the limited number of code subsets available, the number of ARTCC's, and the volume of traffic.

b. Where subsets are duplicated, the impact of that duplication is minimized by considering the distances between ARTCC's, traffic flows, volume, and the adaptation sequence. Adjacent duplications may be minimized by assigning one duplicate code set with a high priority in one facility and the other duplicate code set a low priority in another facility.

## 7. RESPONSIBILITIES.

a. The En Route/Terminal Operations and Procedures Division, ATO-100, is responsible for national level oversight of the NBCAP and shall inform the appropriate regional Air Traffic Divisions (ATD's) when any request for additional code allocations has been approved or disapproved. When appropriate, ATO-100 shall provide assistance to the ATD's with coordination of beacon code allocations/assignments with multiple regions or non-FAA agencies such as the DOD, US Customs Service, or international air traffic service providers. ATO-100 will review regional supplements to this order, review and approve/disapprove requests for changes to this order, and process and publish changes as needed.

NOTE: DOD requirements for subsets outside U.S. controlled airspace will be coordinated with the appropriate control area/flight information region (CTA/FIR) air traffic authority.

b. Regional ATD's shall:

(1) Review all requests for additional code allocations for adequate justification and compliance with this order. If approval is recommended, forward justified requests for additional national code allocations to ATO-100. (ATO-100 will retain final approval authority).

(2) Develop a regional supplement to this order. Include in the supplement a current record of all instrument flight rules (IFR) and VFR code blocks assigned to each facility, along with the specific use or function of each code block. For those regions whose area of responsibility includes or is adjacent to an ADIZ, include codes assigned for identification of aircraft on DVFR flight plans. For duplicate internal code subsets (indicated by \* in Table 1-4), adaptation sequences should be set to minimize the possibility of duplicate codes in adjacent airspace. Duplicates in adjacent airspace may be minimized by assigning one facility the duplicate subset as a low priority secondary subset while the adjacent facility uses the same subset as a higher priority primary subset. Document any restrictions and/or agreements on subset allocation or adaptation in the supplement(s). Update the regional supplement, as needed, and forward a copy to ATO-100 for review.

(3) Using the guidance published in this order, manage and carefully monitor code allocations. Specify the designated use or function of each code block assigned to a Flight Service Station/Automated Flight Service Station (FSS/AFSS), terminal or Center Radar Approach Control (CERAP) facility.

(4) In the regional supplement, make every effort to restrict terminal subset allocations to those reserved for terminal use (0100, 0200, 0300, 0400 and sometimes 0500, 0600 and 0700) and to any subsets allocated by the terminal's tie-in ARTCC. Minimize subset duplicates. The regional supplement should address any nonterminal codes that are allocated. Those allocations may be made provided that:

(a) The terminal facility has adequately justified the need for additional codes.

(b) The delegated airspace of the terminal facility does not underlie or abut the adapted radar coverage of any ARTCC using the subset as an internal code unless the ARTCC and terminal facility agree to not use those duplicate subsets in adjacent airspace or the adaptation sequences are set to minimize the chance for duplicate codes in the adjacent airspace.

(c) Use of the subset is restricted exclusively to the airspace of the terminal facility and should not conflict with subsets assigned to adjacent facilities.

(5) Allocate intra-regional industry, unique purpose, or experimental activity codes from internal departure subsets not being utilized in adjacent airspace or, if applicable, from code sets that are reserved for regional ATD use. If needed, contact ATO-100 for assistance.

(6) When able, resolve interfacility and FAA/DOD code conflicts. If needed, contact ATO-100 for assistance.

(7) Coordinate with other regions to minimize undesirable code allocation conflicts between adjacent facilities' airspace. Regions with facilities that border international boundaries will ensure coordination with adjacent international facilities (such as Canadian, Mexican, Bahamian, and Cuban) is accomplished, as appropriate. If needed, contact ATO-100 for assistance.

c. Air Traffic Control (ATC) Facilities shall:

(1) Ensure that code assignments comply with the ARTCC allocations and regional ATD authorizations for code subsets specified in this order and in the regional ATD supplement.

(2) Readjust appropriate computer parameters to minimize code-use times when code demand could exceed facility subset allocation.

(3) Ensure that dedication of part of a terminal code block to a specific function or used for a unique purpose is done sparingly since this will limit the overall number of codes available for general use. Examples of unique purposes include: VFR traffic penetrating Class B airspace, matching codes to military aircraft tail numbers, and practice instrument approaches.

(4) Forward to the regional ATD all requests for additional code allocations accompanied by the justification specified in paragraph 9, Justification Requirements, below.

(5) When evaluating the need for additional subset allocations, ARTCC's should consider the adapted values of parameters such as the proposed flight plan drop interval, departure strip printing interval, pending code retention interval and approach control departure strip interval. Reset the values of any of these parameters during peak traffic periods to decrease code-use times.

(6) When evaluating the need for additional subset allocations, ARTCC's should conduct a 15-day evaluation indicating (on an hourly basis) the total, active and pending flight plans, the number of external and internal discrete and nondiscrete codes assigned.

**8. CODE ALLOCATIONS.** Beacon codes shall be allocated as follows:

a. ARTCC. Internal and external code subsets shall be allocated as specified in Appendix 1 and/or as specified by regional supplement (in accordance with procedures stated in paragraphs 6, Concept, and 7, Responsibilities, above).

b. CERAP, Terminal and FSS/AFSS. As specified by the codes listed in Appendix 1 or by regional supplement (in accordance with procedures stated in paragraphs 6, Concept, and 7, Responsibilities, above).

c. Industry, Unique Purpose, or Experimental Activities.

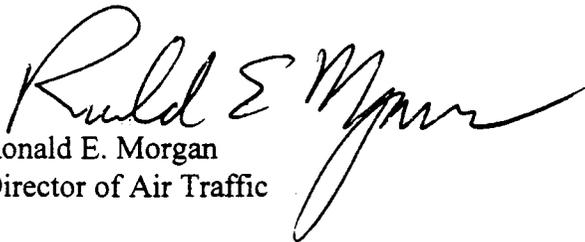
(1) Intra-regional. As specified by the regional ATD, usually from internal departure subsets not being utilized in adjacent airspace.

(2) Inter-regional. As coordinated between regions or specified by ATO-100.

d. Military. As specified in this order or by ATO-100. Additional DOD requirements may be allocated by the regional ATD from the internal departure code sets that are not being used in airspace adjacent to the airspace to be used.

**9. JUSTIFICATION REQUIREMENTS.** ARTCC's shall submit all requests for additional subset allocations through the regional ATD to ATO-100. Regional ATD's shall then evaluate that facility's need in comparison to needs of other facilities within the region to prioritize intra-regional requirements. If the regional ATD determines that code sets should be redistributed within the region, that information should be included in the regional supplement. If the regional ATD recommends that their region should receive a larger portion of the national allocation, the regional ATD will endorse the facility's request with the added justification for more code subsets from the national plan. ATO-100 shall compare the relative need to other regional/facility needs on a national level, and base approval/disapproval on requirements of the entire system. ATO-100 will then inform the ATD(s) of the national revision and regional supplement(s) should then be updated, as needed.

**10. SUMMARY.** The primary goal of the NBCAP is to permit an aircraft to retain the same beacon code from takeoff to touchdown. Since this is not always possible with the limited number of codes available; the plan strives to minimize code changes. To ensure continued success of the program, facility managers should evaluate pertinent operating procedures and readjust (during peak traffic periods) the dynamic computer parameters that affect code-use times. Regional ATD's should ensure codes are equitably allocated within their regions and develop a regional supplement that reflects how the NBCAP will be implemented per region. ATO-100 should provide national level oversight for the plan, approving changes, when appropriate, and ensuring coordination is completed, as needed.

  
Ronald E. Morgan  
Director of Air Traffic

**APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS**

Table 1-1 Code Categories

<b>I</b>	<b>Internal Departures</b>
<b>E</b>	<b>External Departures</b>
<b>M</b>	<b>Military</b>
<b>T</b>	<b>Terminal</b>
<b>S</b>	<b>Special Use</b>

Table 1-2 Computer Adaptation Sequence

<b>P</b>	<b>Primary Code Block</b>
<b>S</b>	<b>Secondary Code Block</b>
<b>(AAn)</b>	<b>Adaptation Sequence</b>

Table 1-3 Special Use Codes and Special Allocations

0100-0477	Assigned for terminal operations
0500-0777	Used by Alaska, San Juan, Guam & Honolulu
0500, 0600, 0700	Subsets allocated, as appropriate, by regional offices for external departures
1200	Visual Flight Rule (VFR) aircraft not in radio contact with an ATC facility
1201-1272	Discrete 1200 series codes, unless otherwise allocated (i.e., 1236, 1255); may be designated by regional office for DVFR aircraft
1236	Reserved in accordance with FAA Order 7110.52
1255	Fire fighting aircraft not in contact with an ATC facility
1273-1275	Calibration performance monitoring equipment (CPME) "Parrot" transponders
1276	Air Defense Identification Zone (ADIZ) penetration when unable to establish communication with ATC or aeronautical facility
1277	Designated search and rescue (SAR) aircraft
1600, 1700	Subsets allocated, as appropriate, by regional offices for external departures
0100-0700, 1000, 1100,	Nondiscrete code assignments in accordance with FAA Order 7110.65, paragraph 5-2-6  *Also, for use in oceanic airspace, unless another code is assigned by ATC

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

1300, 1500, 2000, * 2100, 2200, 2300, 2400, 2500, 4000	cont'd
4400	SR-71, F-12, U-2, B-57, pressure suit flights and flights, and aircraft operations above FL600 in accordance with FAA Order 7110.65, paragraph 5-2-11
4401- 4433	Reserved for use by ATO-130
4434- 4437	Weather reconnaissance, as appropriate
4440- 4441	Operations above FL600 for Lockheed/NASA from Moffett Field
4442- 4446	Operations above FL600 for Lockheed from Air Force Plant 42
4447- 4452	Operations above FL600 for SR71/U2 operations from Edwards AFB
4453	High balloon operations from National Surface Balloon Facility in Palestine, TX
4454- 4477	Air Force operations above FL600 as designated in FAA Order 7610.4
4600, 4700	Subsets allocated, as appropriate, by regional offices for internal departures
5000- 5077	Reserved for use by DOD
5001-5032	Reserved for use by ATO-130
5034-5037	Shuttle launch operations
5041-5042	Unmanned launches at Cape Canaveral
5043-5047	Weather reconnaissance operations in accordance with the National Hurricane or Winter Storm Operations Plans
5100- 5300	May be used by DOD aircraft beyond radar coverage but inside U.S. controlled airspace with coordination as appropriate with applicable regional offices. Any codes used by DOD aircraft outside U.S. controlled airspace need to be coordinated with the applicable flight information region(s) (FIRs) air traffic authorities
5400-	Reserved for use by DOD in accordance with FAO 7610.4 appendix 5

## APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

5477	
6100-6177	Reserved for use by DOD in accordance with FAAO 7610.4 appendix 5
6400-6477	Reserved for use by DOD in accordance with FAAO 7610.4 appendix 5
7100, 7200, 7300, 7400	Subsets allocated, as appropriate, by regional offices for external departures.
7500	Allocated in accordance with FAA Orders 7110.49 and 7110.65
7600	Radio Failure in accordance with FAA Order 7110.65, paragraph 5-2-9
7700	Emergency in accordance with FAA Order 7110.65, paragraph 5-2-8
7777	DOD interceptor aircraft on active air defense missions and operating without ATC clearance

It is the responsibility of the regional office to ensure that codes they have available to them for assignment do not conflict with nearby facilities codes as identified in Table 1-4.

Table 1-4 Beacon Code Allocations by Air Route Traffic Control Center (ARTCC)

REGION	ARTCC	CODE	PRIORITY
ALASKAN	ZAN	2200	E
		2300	E
		2500	E
		3400	E
		4000	E
		4100	E
		5600	E
		5700	E
		6200	E
		7200	E
		7400	E
		4200	I
		4500	I
		4600	I
		4700	I

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

		<b>5100</b>	<b>I</b>
		<b>5200</b>	<b>I</b>
<b>CENTRAL</b>	<b>ZKC</b>	<b>2100</b>	<b>EP-1</b>
		<b>1100</b>	<b>EP-2</b>
		<b>1700</b>	<b>EP-3</b>
		<b>5700</b>	<b>ES-1</b>
		<b>2500</b>	<b>ES-2</b>
		<b>4600</b>	<b>IP-1</b>
		<b>4700</b>	<b>IP-2</b>
		<b>5200</b>	<b>IS-1</b>
<b>EASTERN</b>	<b>ZNY</b>	<b>1600</b>	<b>EP-1</b>
		<b>1700</b>	<b>EP-2</b>
		<b>2700</b>	<b>EP-3</b>
		<b>3000</b>	<b>EP-4</b>
		<b>3300</b>	<b>EP-5</b>
		<b>2600</b>	<b>EP-6</b>
		<b>1500</b>	<b>EP-7</b>
		<b>7100</b>	<b>EP-8</b>
		<b>1100</b>	<b>EP-9</b>
		<b>6600</b>	<b>ES-1</b>
		<b>2300</b>	<b>ES-2</b>
		<b>4000</b>	<b>ES-3</b>
		<b>1000</b>	<b>ES-4</b>
		<b>4200</b>	<b>IP-1</b>
		<b>4300</b>	<b>IP-2</b>
		<b>4500</b>	<b>IS-1</b>
		<b>4700</b>	<b>IS-2</b>
	<b>ZDC</b>	<b>7000</b>	<b>EP-1</b>
		<b>0600</b>	<b>EP-2</b>
		<b>3600</b>	<b>EP-3</b>
		<b>0500</b>	<b>ES-1</b>
		<b>2400</b>	<b>ES-2</b>
		<b>1300</b>	<b>ES-3</b>
		<b>6500</b>	<b>ES-4</b>
		<b>2100</b>	<b>ES-5</b>

2/3/99

7110.66B  
Appendix 1

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

		<b>4600</b>	<b>IP-1</b>
		<b>5300</b>	<b>IP-2</b>
		<b>5500</b>	<b>IS-1</b>
		<b>0000</b>	<b>IS-2</b>
		<b>5200</b>	<b>IS-3</b>
<b>GREAT LAKES</b>	<b>ZAU</b>	<b>1300</b>	<b>EP-1</b>
		<b>6200</b>	<b>EP-2</b>
		<b>6500</b>	<b>EP-3</b>
		<b>3100</b>	<b>EP-4</b>
		<b>3500</b>	<b>ES-1</b>
		<b>3200</b>	<b>ES-2</b>
		<b>5600</b>	<b>ES-3</b>
		<b>7200</b>	<b>ES-4</b>
		<b>4300</b>	<b>IP-1</b>
		<b>5300</b>	<b>IP-2</b>
		<b>5500</b>	<b>IS-1</b>
		<b>4700</b>	<b>IS-2</b>
		<b>0000</b>	<b>IS-3</b>
	<b>ZOB</b>	<b>5700</b>	<b>EP-1</b>
		<b>4100</b>	<b>EP-2</b>
		<b>7400</b>	<b>EP-3</b>
		<b>6000</b>	<b>ES-1</b>
		<b>2500</b>	<b>ES-2</b>
		<b>5100</b>	<b>IP-1</b>
		<b>5200</b>	<b>IP-2</b>
		<b>4500</b>	<b>IS-1</b>
	<b>ZID</b>	<b>6700</b>	<b>EP-1</b>
		<b>6600</b>	<b>EP-2</b>
		<b>4000</b>	<b>EP-3</b>
		<b>3700</b>	<b>ES-1</b>
		<b>3400</b>	<b>ES-2</b>
		<b>1400</b>	<b>ES-3</b>
		<b>7300</b>	<b>ES-4</b>
		<b>4200</b>	<b>IP-1</b>
		<b>4500</b>	<b>IP-2</b>
		<b>5500</b>	<b>IS-1</b>

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

	ZMP	2400	EP-1
		2600	EP-2
		3600	EP3
		3000	ES-1
		7000	ES-2
		6300	ES-3
		4200	IP-1
		4500	IP-2
		4600	IS-1
		5200	IS-2
NEW ENGLAND	ZBW	3400	EP-1
		3500	EP-2
		7300	ES-1
		2000	ES-2
		1400	ES-3
		1300	ES-4
		4600	IP-1
		5300	IS-1
		5500	IS-2
		4700	IS-3
		0000	IS-4
NORTHWEST MOUNTAIN	ZDV	1400	EP-1
		0600	ES-1
		2700	ES-2
		6500	ES-3
		5100	IP-1
		5500	IS-1
		4300	IS-2
		0000	IS-3
	ZLC	6000	EP-1
		0500	ES-1
		3100	ES-2
		4300	IP-1
		5300	IS-1
		5200	IS-2

2/3/99

7110.66B  
Appendix 1

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

	ZSE	3500	EP-1
		6600	EP-2
		1500	ES-1
		4600	IP-1
		4700	IP-2
		5200	IS-1
		5100	IS-2
SOUTHERN	ZTL	7100	EP-1
		2000	EP-2
		6300	EP-3
		3100	EP-4
		7200	ES-1
		2200	ES-2
		4100	ES-3
		3500	ES-4
		3300	ES-5
		5100	IP-1
		5200	IP-2
		5300	IS-1
		4700	IS-2
	ZJX	1000	EP-1
		0700	EP-2
		2600	EP-3
		3000	ES-1
		3200	ES-2
		6200	ES-3
		4200	IP-1
		4300	IP-2
		5500	IS-1
	ZME	1500	EP-1
		5600	EP-2
		1600	ES-1
		0700	ES-2
		1000	ES-3
		4300	IP-1

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

		<b>5500</b>	<b>IP-2</b>
		<b>5300</b>	<b>IS-1</b>
		<b>4500</b>	<b>IS-2</b>
	<b>ZMA</b>	<b>3600</b>	<b>EP-1</b>
		<b>3700</b>	<b>EP-2</b>
		<b>1400</b>	<b>EP-3</b>
		<b>2300</b>	<b>ES-1</b>
		<b>2100</b>	<b>ES-2</b>
		<b>1100</b>	<b>ES-3</b>
		<b>3500</b>	<b>ES-4</b>
		<b>5700</b>	<b>ES-5</b>
		<b>1300</b>	<b>ES-6</b>
		<b>3300</b>	<b>ES-7</b>
		<b>6600</b>	<b>ES-8</b>
		<b>6000</b>	<b>ES-9</b>
		<b>4600</b>	<b>IP-1</b>
		<b>4700</b>	<b>IP-2</b>
		<b>4500</b>	<b>IP-3</b>
		<b>0000</b>	<b>IP-4</b>
		<b>5500</b>	<b>IP-5</b>
		<b>5300</b>	<b>IS-1</b>
		<b>5100</b>	<b>IS-2</b>
		<b>5200</b>	<b>IS-3</b>
		<b>4200</b>	<b>IS-4</b>
<b>SOUTHWEST</b>	<b>ZAB</b>	<b>0700</b>	<b>EP-1</b>
		<b>2600</b>	<b>EP-2</b>
		<b>4100</b>	<b>ES-1</b>
		<b>1500</b>	<b>ES-2</b>
		<b>1600</b>	<b>ES-3</b>
		<b>4200</b>	<b>IP-1</b>
		<b>4300</b>	<b>IP-2</b>
		<b>5500</b>	<b>IS-1</b>
	<b>ZFW</b>	<b>2200</b>	<b>EP-1</b>
		<b>2300</b>	<b>EP-2</b>
		<b>0500</b>	<b>EP-3</b>

2/3/99

7110.66B  
Appendix 1

APPENDIX 1. NATIONAL BEACON CODE ALLOCATIONS

		<b>3400</b>	<b>ES-1</b>
		<b>6200</b>	<b>ES-2</b>
		<b>3600</b>	<b>ES-3</b>
		<b>5100</b>	<b>IP-1</b>
		<b>5200</b>	<b>IP-2</b>
		<b>5300</b>	<b>IS-1</b>
		<b>4500</b>	<b>IS-2</b>
	ZHU	<b>2400</b>	<b>EP-1</b>
		<b>2500</b>	<b>EP-2</b>
		<b>7400</b>	<b>ES-1</b>
		<b>7300</b>	<b>ES-2</b>
		<b>4000</b>	<b>ES-3</b>
		<b>2700</b>	<b>ES-4</b>
		<b>4500</b>	<b>IP-1</b>
		<b>4600</b>	<b>IP-2</b>
		<b>4700</b>	<b>IP-3</b>
WESTERN-PACIFIC	ZLA	<b>7200</b>	<b>EP-1</b>
		<b>7300</b>	<b>EP-2</b>
		<b>1000</b>	<b>EP-3</b>
		<b>6700</b>	<b>ES-1</b>
		<b>1300</b>	<b>ES-2</b>
		<b>4600</b>	<b>IP-1</b>
		<b>4700</b>	<b>IP-2</b>
		<b>5100</b>	<b>IP-3</b>
		<b>5300</b>	<b>IS-1</b>
		<b>4500</b>	<b>IS-2</b>
	ZOA	<b>3200</b>	<b>EP-1</b>
		<b>3300</b>	<b>EP-2</b>
		<b>1700</b>	<b>ES-1</b>
		<b>6300</b>	<b>ES-2</b>
		<b>4200</b>	<b>IP-1</b>
		<b>4500</b>	<b>IP-2</b>
		<b>4300</b>	<b>IS-1</b>
		<b>5500</b>	<b>IS-2</b>

