



AC NO: 90-69

DATE: November 5, 1975

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: NATIONAL BEACON CODE ALLOCATION PLAN

1. PURPOSE. This Advisory Circular provides the aviation community with advance information on the implementation of the National Beacon Code Allocation Plan.
2. CANCELLATION. This Advisory Circular is cancelled on April 1, 1976.
3. RELATED DOCUMENTS.
 - a. Terminal Air Traffic Control Handbook 7110.8D (to be cancelled 1/1/76).
 - b. En Route Air Traffic Control Handbook 7110.9D (to be cancelled 1/1/76).
 - c. Air Traffic Control Handbook 7110.65 (consolidation of Handbooks 7110.8D and 7110.9D effective 1/1/76).
 - d. Airman's Information Manual, Part 1.
4. DISCUSSION. On January 1, 1976, the Federal Aviation Administration will implement within the 48 contiguous states (CONUS) a new Radar Beacon (Transponder) Code Utilization Plan entitled the National Beacon Code Allocation Plan (NBCAP).

The Plan is designed to minimize beacon code changes so as to permit an aircraft to retain the same discrete beacon code from Takeoff to Touchdown.

The heart of the Plan is the computers in each of the 20 CONUS Air Route Traffic Control Centers (ARTCCs). Each ARTCC's computer is allocated a specific number of discrete beacon codes that are reserved exclusively for its use or co-shared with other ARTCCs that

Initiated by: AAT-330

are geographically separated by the maximum distance possible so as to minimize the potential of code conflict.

Flight plans (including tower en route flights) will be processed by the ARTCC's computer and assigned a discrete beacon code. Aircraft being provided service by an air traffic control (ATC) facility capable of decoding discrete beacon codes will remain on the discrete code originally assigned to the flight plan.

In the event ATC is unable to decode discrete codes, aircraft will be assigned a nondiscrete code (one ending in zero zero; e.g., 0400) appropriate for the altitude stratum or airspace in which the aircraft is operating.

Aircraft that will operate entirely within a single terminal facility's area will be assigned a code from a block of codes that have been reserved for that facility's exclusive use. When a terminal facility is capable of decoding discrete codes, the aircraft will be assigned discrete codes by the terminal facilities computer.

Appendix 1 depicts the code allocation for each ARTCC. Code assignments are made in two major categories:

- a. Internal Departure - An aircraft whose point of departure, complete route of flight, and destination are in the same ARTCC's airspace.
- b. External Departure - An aircraft whose point of departure, and at least one route segment or destination is NOT in the same ARTCC's airspace.

Terminal facilities will normally be allocated discrete codes from the 01, 02, 03 or 04 subset for exclusive use in the terminal facility's area.

5. PROCEDURES. Effective January 1, 1976, within the U. S. National Airspace System:
 - a. Aircraft that are operating under Visual Flight Rules (VFR) should adjust transponder to reply on code 1200 regardless of altitude. The February issue of AIM, Part 1 will reflect this change (code 1400 deleted for VFR aircraft).
 - b. ATC facilities providing Radar Advisory Service to VFR aircraft will instruct the aircraft to reply on an appropriate ATC code in lieu of code 1200.

- c. ATC facilities when in communication with an aircraft that has declared an emergency and has not been radar identified will instruct the pilot to reply on code 7700.

Phraseology:

"SQUAWK MAYDAY ON CODE 7700."

- d. ATC facilities encountering situations where an aircraft assigned a specific beacon code is not replying on the assigned code will use the following phraseology to alert the pilot of the situation:

Phraseology:

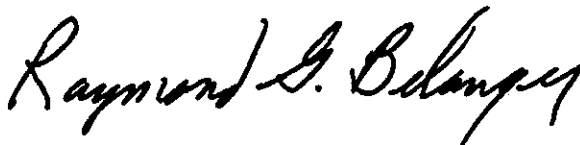
"(Aircraft call sign) RESET TRANSPONDER, SQUAWK (Appropriate code)."

- e. Aircraft receiving Radar Advisory Services from ATC facilities will be advised to reply on the VFR code when the Advisory Service is terminated.

Phraseology:

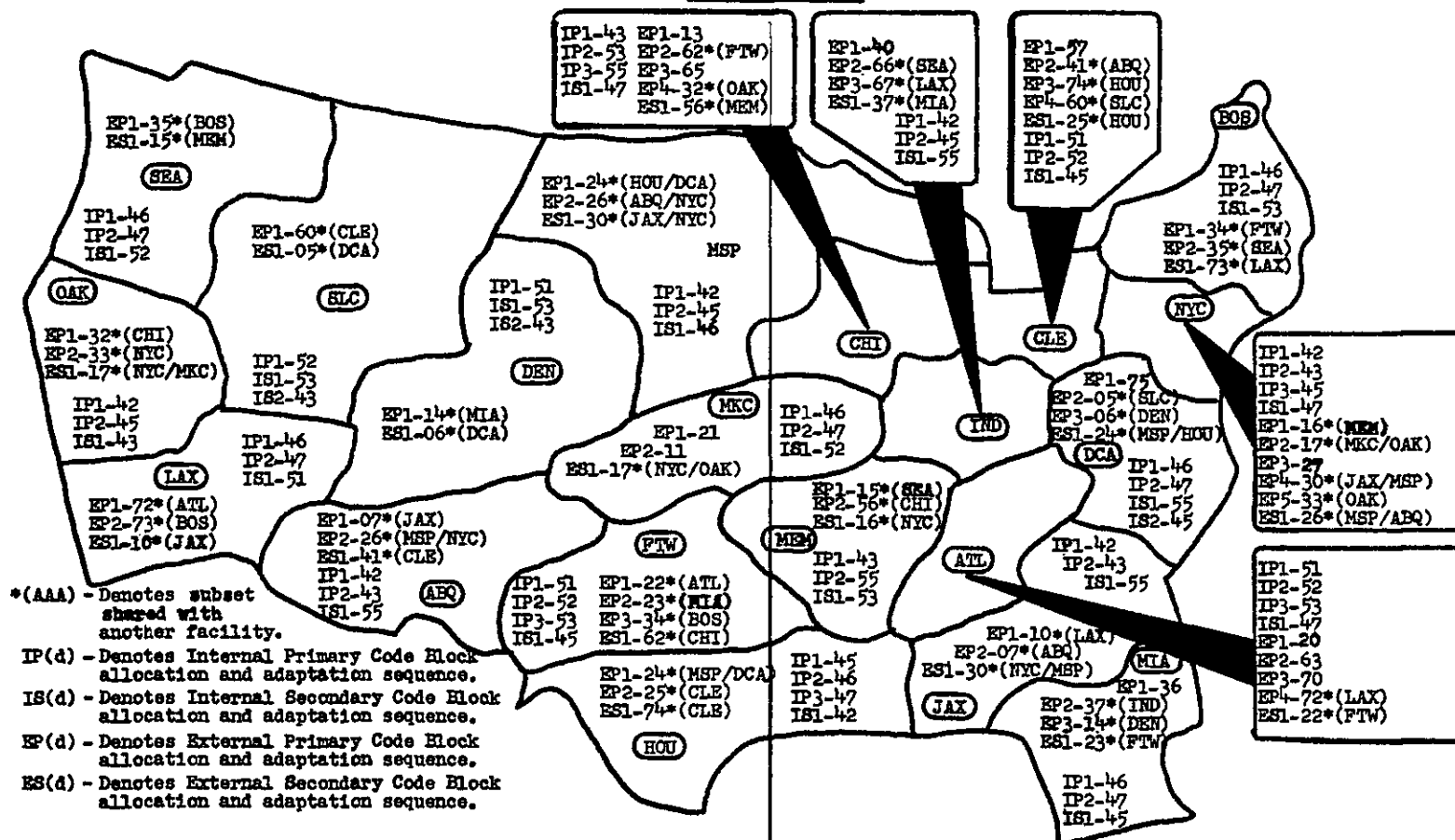
"SQUAWK VFR."

6. MISCELLANEOUS. Implementation of the NBCAP is expected to significantly reduce beacon code changes in the discrete beacon code environment. At no time will two aircraft be assigned the same discrete beacon code in the same ARTCC's area. Should situations arise where a second aircraft is flight planned to enter an ARTCC's area where the discrete code it is replying on is in use, the second aircraft will be assigned a new discrete code.



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National Beacon Code Allocation Plan WITHIN THE CONUS



DEPARTURES		SPECIAL USE (4 subsets)	Military (5 subsets)	TERMINAL (4 subsets)	RESERVED (2 subsets)
Internal (2 subsets)	External (40 subsets)				
42 43 45	05 06 07 10 11 13 14 15	12 (VFR)	50	01	00
46 47 51	16 17 20 21 22 23 24 25	31 (HJJK)	54	02	
52 53 55	26 27 30 32 33 34 35 36	76 (RDOF)	61	03	
	37 40 41 56 57 60 62 63	77 (EMRG)	64	04	
	65 66 67 70 72 73 74 75		71		

EXCLUSIVE MILITARY USE IN OCEANIC AIRSPACE (13 subsets)				
50	51	52	53	
54	55	56	57	60
61	62	63	64	65
66	67	70	71	