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**MANUSCRIPT REPORT SERIES
(OCEANOGRAPHIC and LIMNOLOGICAL)**

No. 229

APR 3 1967

**Fofonoff Transport Computations
for the
North Pacific Ocean, 1966**

by

W. Percy Wickett

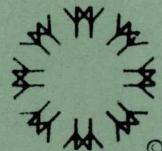
**Pacific Oceanographic Group
Nanaimo, B.C.**

31 December 1966

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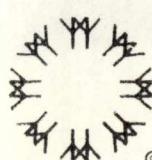
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Fofonoff Transport Computations for the North Pacific Ocean

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Dr. N.P. Fofonoff and his associates F.W. Dobson and C.K. Ross, published North Pacific transport computations for the years 1950 to 1962 (May), according to the system of analyses given by Fofonoff (1962a), in the Manuscript Report Series (Oceanographic and Limnological) of the Fisheries Research Board.

The output appeared in the MS Series as follows:

MS No.	Year	MS No.	Year
149	1950	79	1957
150	1951	80	1958
151	1952	85	1959
152	1953	93	1960
153	1954	128	1961
77	1955	164	1962 (5 months)
78	1956		

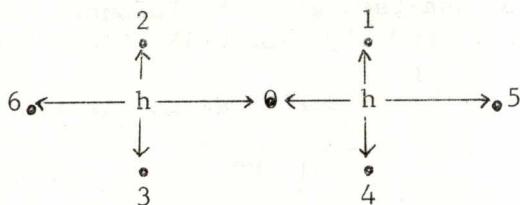
Transports were obtained according to the program of Fofonoff and Froese (MS 1960) on an ALWAC III-E computer (Fofonoff, 1962b).

The mean monthly values of Sea Level Pressure, Meridional Component of Ekman Transport, Zonal Component of Ekman Transport, Meridional Component of Total Transport, Integrated Total Transport, and Integrated Geostrophic Transport were computed for a grid of alternate five degrees of latitude and longitude covering the North Pacific from 20° to 60° north latitude, (Fofonoff, MSS 1960, 1961; Fofonoff and Ross, 1962; Fofonoff and Dobson MSS 1963). Pressure data were taken from monthly mean weather charts supplied by the Extended Forecast Section of the United States Weather Bureau.

With the acquisition of new machines, Dr. Charlotte Froese (1963) reprogrammed the computations in FORTRAN I for a card IBM 1620. In 1964, she and Mr. A.G. Fowler reprogrammed the computations in FORTRAN IV for the IBM 7040. A new input-output card deck is described by Mr. Fowler in the appendix to the report for 1962. Mr. J.A.C. Thomson now has the program in an 1130 subset of FORTRAN IV language for the IBM 1130 computer at this Station.

Annual variations in the components of Ekman transport at certain points in the Gulf of Alaska were found to be related to annual catches of zooplankton, salmon and whales. It was originally planned to put out just these two factors for the complete 20-year period, 1946 to 1965 (Wickett, 1966a & b). Subsequently, the continuation of the original series was approved. Future calculations will appear in a new Technical Report Series. It is hoped that studies in physical as well as biological oceanography may be assisted.

Computations under the new and old programs overlap in May 1962 (6205). Differences arise (a) from incorrect pressures inadvertently recorded by Fofonoff and Dobson (1963) at 35°N, 105° and 115°W and the subsequent incorrect computations in that small area of the chart, and (b) because the new program uses a different approximation for the partial derivative of pressure with respect to longitude. The finite differences of pressure use the grid pattern below:



Fofonoff (1962) gives

$$\frac{\partial p}{\partial \lambda} = \frac{1}{2h} (p_5 - p_6)$$

while Froese (1963) now uses

$$\frac{\partial p}{\partial \lambda} = \frac{1}{6h} [2p_5 - 2p_6 + p_1 + p_4 - p_2 - p_3]$$

where $h = 10^\circ \times \pi / 180^\circ$ radians, being a grid interval of two units.

The computation of the components of surface winds and of the horizontal surface wind velocity gradients compounds the small differences arising from the two ways of deriving the finite approximations. The computed total and geostrophic transports in the new and old series will be found to differ.

A second point to be watched for in the output is the effect of missing pressure input at any grid points. This is particularly prevalent along latitude 15°N for the years 1946 to 1949. The finite approximations are distorted with zero values. Readers should check the pressure grid before using the transport figures along latitude 20°N. The print-out of the years 1946-1949, 1962-1965 was done all at one time and it was not feasible to alter the machine instructions.

It will be noted that there are three kinds of zeroes in the pressure grid.

1. True - meaning 10,000 in 1/10 mb.
2. Spacer - alternate grid points.
3. Blank - along 15°N.

The last two kinds were not suppressed in order to avoid inducing machine errors during the continuous output, directly onto the offset master sheets, of eight years of data.

Longitudes in column 2 of the tables are given as west of Greenwich and correspond to east longitude grid points as follows:

°West	°East	°West	°East
245	115	210	150
240	120	205	155
235	125	200	160
230	130	195	165
225	135	190	170
220	140	185	175
215	145	180	180

Latitudes are given along row 1 of the tables.

A brief description of the transport functions is taken from Dr. Fofonoff's publications which should be consulted for further explanation.

Section I - Atmospheric pressure

Mean monthly sea-level atmospheric pressures from data cards supplied by the Extended Weather Forecast Division of the United States Weather Bureau, Washington, D.C., are printed out for the 165 grid points from 15°N to 65°N and 245°W to 100°W. They are given as "pressure less 1000 millibars" in units of 1/10 millibar. The data are supplied as "pressure less 900 mb" in units of millibars. The program produces an output that is in the same units as the previous work in this series but each figure ends in zero, indicating a rounding to the nearest millibar.

(Numerical value from table + 10,000) /10 = Pressure in millibars.

Section II - Meridional component of Ekman transport

The Ekman transport is taken to be an indication of the movement of the surface water due to the direct action of the surface wind stress. The component along the meridians is taken as positive to the north and negative to the south. The units are 10 metric tons per second per kilometre or 10×10^6 gm/sec/km or 100 gm/cm/sec.

Numerical value from table x 10 = Transport in T/sec/km.

Numerical value from table x 100 = Transport in gm/sec/cm.

Section III - Zonal component of Ekman transport

The component along the parallels of latitude is positive to the east and negative to the west. The units are 10 metric tons per second per kilometer

Numerical value from table x 10 = Transport in T/sec/km.

Numerical value from table x 100 = Transport in gm/sec/cm.

Section IV - Meridional component of total mass transport

The total meridional transport of mass across a unit length of latitude circle is positive to the south and negative to the north, which is the opposite of the Ekman transport computations. The units are 100 metric tons per second per kilometre.

Numerical value from table x 100 = Transport in T/sec/km.

Numerical value from table x 1,000 = Transport in gm/sec/cm.

Section V - Integrated total transport

The meridional component of total transport is integrated westward from the grid point closest to the North American continent at the latitude under consideration. The integration is carried out across the ocean to the western side, but no provision is made for calculating the western boundary currents. It may be assumed by continuity that the net flow across a latitude circle from one side of the ocean to the other side is zero. Under this assumption, the values of the integrated transport nearest the western shores of the ocean are indicative of the transport of the western boundary currents (Kuroshio, Oyashio and the Alaskan Stream). For simplicity in programming, the integrating was carried across the Aleutian island chain. Values of this function in the Bering Sea require subtraction at the island chain.

The units are 100,000 metric tons per second per section between longitudes being considered. They are positive northward.

Numerical value from table x 10^5 = Transport in T/sec.

Numerical value from table x 10^{11} = gm/sec.

(Values for 1955-1959 need to be divided by 2).

Section VI - Integrated geostrophic transport

The net mass of water transported by the geostrophic current across latitude circles is given by the difference between the meridional component of total transport and the meridional component of Ekman transport. The integration is carried out using zero as the boundary condition at the grid point nearest the eastern coast. Thus, although the east-west changes of potential energy are given by the geostrophic transport function, the north-south components are not correctly represented. The difference between values of the functions in sections V and VI at any grid point represents the integrated meridional Ekman transport eastward of the point.

The units are 100,000 metric tons per second per section between longitudes being considered. They are positive northward.

Numerical value from table x 10^5 = Transport in T/sec.

Numerical value from table x 10^{-1} = Transport in 10^6 T/sec.

Numerical value from table x 10^{11} = Transport in gm/sec.

(Values for 1955-1959 need to be divided by 2).

Divergence of Ekman transport

The divergence of Ekman transport is equal to the vertical velocity at the bottom of the surface Ekman layer. The vertical velocity is equal to the product of $-\beta/f$ taken from Table I and the sum of the meridional component of Ekman and total transport. (Directions for each component are opposite in sign). Units are centimetres per second when the transports are in grams per second per centimetre and are positive upwards.

Table I

Values of the Coriolis parameter, the rate of variation of the Coriolis parameter with latitude and their quotient at standard latitudes based on a mean earth radius of 6371.22 km and an angular velocity of 0.72921×10^{-4} radians per second.

Latitude degrees	f sec^{-1}	β $\text{cm}^{-1} \text{ sec}^{-1}$	β/f cm^{-1}
0	0.0000	2.2891	∞
5	0.1524×10^{-4}	2.2765×10^{-13}	$14,9334 \times 10^{-9}$
10	0.2533	2.2543	8.9014
15	0.3775	2.2111	5.8577
20	0.4988	2.1510	4.3124
25	0.6164	2.0746	3.3659
30	0.7292	1.9824	2.7186
35	0.8365	1.8751	2.2415
40	0.9375	1.7535	1.8706
45	1.0313	1.6186	1.5696
50	1.1172	1.4714	1.3170
55	1.1947	1.3130	1.0990
60	1.2630	1.1445	0.9062
65	1.3218	0.9674	0.7319
70	1.3705	0.7829	0.5713
75	1.4087	0.5926	0.4206
80	1.4363	0.3975	0.2768
85	1.4504	0.2393	0.1650
90	1.4584	0.0000	0.0000

Example

The transport components for May 1962 (6205) at the grid point 50°N 150°W are given as follows:

	Printout	Metric tons per second per kilometre	Grams per second per centimetre	Millions of metric tons per second
II	Merid. Ekman.	-47	-470	-4,700 south
III	Zonal Ekman	+18	+180	+1,800 east
IV	Merid. Total	+17	+1700	+17,000 south
V	Int. Total	-21	-	- south -2.1
VI	Int. Geost.	-16	-	- south -1.6

Int. Ekman. Between 150°W and 130°W : -2.1 -(-1.6): south -0.5

Divergence = $-1.32 \times 10^{-9} \text{ cm}^{-1}$ ($17,000 - 4,700$) $\text{gm sec}^{-1} \text{ cm}^{-1}$
(Convergence) = -1.6×10^{-5} (gm cm^{-3}) (cm sec^{-1})
= 1.6×10^{-5} cm/sec or about 5 metres/year downward.

The interpretation of the computed transports must be made in the light of Dr. Fofonoff's explanation (Fofonoff 1961):

"The calculations for each month are carried out independently of the other months. Thus, the transports for each month can be interpreted as the limiting transport that would result if the pressure distribution for that month were to persist without change for an indefinitely long period of time. No account of inertia of the ocean is taken in going from one monthly mean to another. Thus, the computed monthly mean transports can only indicate tendencies of the ocean circulation. If the computed transport for a given month is in excess of actual transport, the ocean circulation could be expected to increase at a rate depending on the difference between the computed and actual transport and on internal inertial response characteristics. Alternatively, the actual transport in the ocean can be regarded as being induced by winds in a given month and a number of preceding months. The actual transport can then be expressed as a weighted mean of computed transports extending over a period of several months to simulate the dynamical response of the ocean."

Long-term averages of transport computed from the pressure distribution should converge to the mean transport observed in the ocean within the limits of accuracy of the method. It should be remembered that the transports are very sensitive to the proportionality factors used in relating geostrophic to surface wind and surface wind to surface stress. Numerical equivalence of computed and observed transports is not anticipated."

Acknowledgement

Data cards of mean sea-level atmospheric pressure were supplied through the courtesy of Mr. Jerome Namias, Manager of the Extended Forecast Division of the U.S. Weather Bureau. The computer program was constructed by Dr. Charlotte Froese and modifications made by Mr. A.G. Fowler of the Department of Mathematics, University of British Columbia. The print-out was made by Mr. J.A.C. Thomson of the Fisheries Research Board, Biological Station, Nanaimo using an IBM 1130 computer. The master copies were prepared for publication by Miss B. Mercer. The assistance of all these individuals is gratefully acknowledged.

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Section I

Atmospheric Pressure

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15	
6601	100	0	300	0	270	0	230	0	180	0	130	0
6601	105	300	0	290	0	240	0	180	0	130	0	110
6601	110	0	310	0	240	0	210	0	140	0	130	0
6601	115	310	0	250	0	180	0	190	0	150	0	130
6601	120	0	280	0	160	0	190	0	180	0	160	0
6601	125	300	0	200	0	140	0	200	0	190	0	140
6601	130	0	230	0	90	0	170	0	210	0	170	0
6601	135	250	0	120	0	90	0	200	0	200	0	140
6601	140	0	160	0	40	0	130	0	210	0	170	0
6601	145	210	0	50	0	60	0	170	0	190	0	140
6601	150	0	100	0	0	0	100	0	190	0	160	0
6601	155	150	0	-10	0	20	0	140	0	180	0	130
6601	160	0	40	0	-40	0	60	0	170	0	160	0
6601	165	110	0	-60	0	-20	0	110	0	170	0	130
6601	170	0	-10	0	-80	0	30	0	160	0	160	0
6601	175	90	0	-90	0	-60	0	100	0	180	0	140
6601	180	0	-30	0	-110	0	10	0	150	0	160	0
6601	185	80	0	-100	0	-60	0	90	0	180	0	140
6601	190	0	-20	0	-100	0	10	0	150	0	160	0
6601	195	110	0	-70	0	-40	0	90	0	180	0	150
6601	200	0	40	0	-70	0	40	0	150	0	170	0
6601	205	150	0	-10	0	-10	0	110	0	180	0	150
6601	210	0	110	0	0	0	80	0	160	0	170	0
6601	215	240	0	70	0	60	0	140	0	180	0	160
6601	220	0	180	0	110	0	130	0	180	0	180	0
6601	225	240	0	170	0	160	0	190	0	200	0	160
6601	230	0	240	0	200	0	210	0	220	0	190	0
6601	235	250	0	240	0	240	0	250	0	220	0	160
6601	240	0	260	0	280	0	270	0	250	0	190	0
6601	245	250	0	300	0	310	0	280	0	230	0	160

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15	
6602	100	0	170	0	210	0	190	0	160	0	130	0
6602	105	150	0	190	0	190	0	150	0	120	0	120
6602	110	0	170	0	180	0	180	0	140	0	140	0
6602	115	160	0	160	0	180	0	170	0	160	0	140
6602	120	0	150	0	160	0	190	0	180	0	170	0
6602	125	160	0	130	0	170	0	200	0	200	0	150
6602	130	0	120	0	130	0	180	0	210	0	170	0
6602	135	130	0	100	0	150	0	200	0	190	0	140
6602	140	0	100	0	110	0	170	0	190	0	160	0
6602	145	120	0	90	0	150	0	180	0	160	0	130
6602	150	0	80	0	120	0	180	0	170	0	140	0
6602	155	100	0	80	0	180	0	190	0	150	0	120
6602	160	0	60	0	130	0	200	0	180	0	140	0
6602	165	80	0	60	0	190	0	210	0	170	0	120
6602	170	0	40	0	100	0	220	0	220	0	160	0
6602	175	80	0	10	0	160	0	230	0	200	0	130
6602	180	0	0	0	40	0	200	0	230	0	170	0
6602	185	70	0	-40	0	110	0	220	0	200	0	140
6602	190	0	-10	0	-10	0	160	0	220	0	170	0
6602	195	100	0	-50	0	70	0	190	0	200	0	140
6602	200	0	30	0	-10	0	130	0	200	0	170	0
6602	205	120	0	0	0	60	0	170	0	190	0	140
6602	210	0	90	0	30	0	130	0	180	0	170	0
6602	215	210	0	70	0	100	0	160	0	180	0	140
6602	220	0	160	0	110	0	150	0	170	0	170	0
6602	225	210	0	160	0	160	0	180	0	180	0	150
6602	230	0	210	0	180	0	200	0	200	0	170	0
6602	235	230	0	210	0	200	0	220	0	190	0	140
6602	240	0	230	0	220	0	220	0	220	0	160	0
6602	245	230	0	240	0	240	0	230	0	200	0	130

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15	
6603	100	0	200	0	170	0	150	0	150	0	120	0
6603	105	210	0	180	0	160	0	140	0	110	0	110
6603	110	0	180	0	170	0	170	0	120	0	120	0
6603	115	190	0	160	0	170	0	150	0	140	0	130
6603	120	0	150	0	140	0	170	0	170	0	150	0
6603	125	180	0	110	0	150	0	190	0	190	0	140
6603	130	0	100	0	70	0	170	0	210	0	170	0
6603	135	140	0	40	0	90	0	190	0	200	0	140
6603	140	0	60	0	30	0	130	0	200	0	170	0
6603	145	140	0	10	0	70	0	160	0	190	0	140
6603	150	0	60	0	20	0	120	0	180	0	160	0
6603	155	150	0	30	0	80	0	150	0	170	0	130
6603	160	0	100	0	70	0	130	0	170	0	150	0
6603	165	180	0	100	0	110	0	150	0	170	0	130
6603	170	0	160	0	120	0	130	0	170	0	160	0
6603	175	220	0	150	0	110	0	140	0	180	0	140
6603	180	0	180	0	130	0	110	0	160	0	160	0
6603	185	230	0	150	0	100	0	130	0	180	0	140
6603	190	0	180	0	110	0	90	0	150	0	160	0
6603	195	220	0	120	0	90	0	120	0	170	0	130
6603	200	0	160	0	80	0	90	0	150	0	160	0
6603	205	210	0	100	0	70	0	120	0	160	0	130
6603	210	0	150	0	60	0	90	0	150	0	150	0
6603	215	240	0	80	0	60	0	120	0	150	0	130
6603	220	0	170	0	80	0	100	0	140	0	150	0
6603	225	230	0	140	0	110	0	130	0	150	0	130
6603	230	0	200	0	150	0	140	0	150	0	140	0
6603	235	240	0	200	0	170	0	160	0	150	0	130
6603	240	0	220	0	210	0	180	0	160	0	130	0
6603	245	240	0	240	0	200	0	170	0	140	0	110

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

		65	60	55	50	45	40	35	30	25	20	15
6604	100	0	230	0	180	0	140	0	100	0	90	0
6604	105	250	0	200	0	160	0	100	0	80	0	110
6604	110	0	240	0	180	0	130	0	90	0	120	0
6604	115	260	0	200	0	160	0	120	0	130	0	120
6604	120	0	230	0	180	0	160	0	150	0	150	0
6604	125	260	0	190	0	200	0	180	0	180	0	140
6604	130	0	210	0	200	0	210	0	200	0	160	0
6604	135	240	0	190	0	220	0	210	0	180	0	140
6604	140	0	200	0	210	0	210	0	180	0	160	0
6604	145	220	0	190	0	210	0	180	0	160	0	130
6604	150	0	180	0	190	0	200	0	170	0	150	0
6604	155	220	0	160	0	180	0	190	0	170	0	130
6604	160	0	180	0	140	0	170	0	200	0	160	0
6604	165	230	0	130	0	120	0	190	0	200	0	140
6604	170	0	170	0	90	0	140	0	200	0	170	0
6604	175	250	0	110	0	90	0	170	0	200	0	140
6604	180	0	170	0	70	0	120	0	200	0	170	0
6604	185	240	0	100	0	80	0	160	0	190	0	140
6604	190	0	170	0	70	0	130	0	190	0	160	0
6604	195	240	0	110	0	110	0	170	0	190	0	130
6604	200	0	170	0	100	0	150	0	190	0	170	0
6604	205	230	0	130	0	130	0	170	0	180	0	130
6604	210	0	170	0	120	0	150	0	170	0	160	0
6604	215	230	0	120	0	140	0	160	0	160	0	130
6604	220	0	160	0	110	0	150	0	150	0	150	0
6604	225	200	0	130	0	130	0	150	0	150	0	120
6604	230	0	160	0	120	0	150	0	140	0	130	0
6604	235	190	0	130	0	130	0	160	0	140	0	110
6604	240	0	160	0	140	0	150	0	150	0	120	0
6604	245	200	0	170	0	150	0	150	0	120	0	100

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15	
6605	100	0	170	0	150	0	140	0	120	0	90	0
6605	105	170	0	140	0	130	0	110	0	90	0	100
6605	110	0	130	0	130	0	120	0	90	0	110	0
6605	115	140	0	130	0	130	0	100	0	120	0	120
6605	120	0	110	0	140	0	130	0	150	0	140	0
6605	125	100	0	130	0	190	0	170	0	180	0	140
6605	130	0	100	0	170	0	210	0	200	0	170	0
6605	135	90	0	110	0	210	0	240	0	200	0	150
6605	140	0	80	0	160	0	240	0	240	0	180	0
6605	145	90	0	100	0	200	0	250	0	210	0	150
6605	150	0	80	0	140	0	230	0	220	0	170	0
6605	155	100	0	100	0	200	0	210	0	180	0	140
6605	160	0	90	0	150	0	210	0	190	0	150	0
6605	165	110	0	110	0	200	0	200	0	170	0	140
6605	170	0	110	0	150	0	210	0	190	0	150	0
6605	175	130	0	110	0	190	0	210	0	180	0	140
6605	180	0	110	0	140	0	200	0	200	0	160	0
6605	185	130	0	110	0	160	0	200	0	180	0	140
6605	190	0	120	0	120	0	170	0	190	0	160	0
6605	195	140	0	110	0	140	0	170	0	180	0	140
6605	200	0	120	0	110	0	140	0	170	0	160	0
6605	205	130	0	120	0	120	0	140	0	160	0	130
6605	210	0	120	0	110	0	120	0	150	0	150	0
6605	215	120	0	110	0	110	0	130	0	140	0	130
6605	220	0	110	0	100	0	120	0	130	0	130	0
6605	225	110	0	100	0	100	0	130	0	120	0	120
6605	230	0	100	0	90	0	120	0	120	0	110	0
6605	235	100	0	90	0	90	0	130	0	110	0	100
6605	240	0	100	0	90	0	110	0	120	0	90	0
6605	245	90	0	100	0	90	0	120	0	100	0	70

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15
6606	100	0	120	0	110	0	120	0	120	0	90
6606	105	120	0	110	0	120	0	100	0	80	0
6606	110	0	110	0	120	0	110	0	80	0	100
6606	115	120	0	120	0	130	0	90	0	110	0
6606	120	0	110	0	140	0	140	0	140	0	140
6606	125	100	0	130	0	170	0	170	0	170	0
6606	130	0	120	0	150	0	190	0	210	0	170
6606	135	110	0	130	0	160	0	220	0	210	0
6606	140	0	120	0	130	0	190	0	240	0	190
6606	145	110	0	110	0	130	0	220	0	220	0
6606	150	0	120	0	110	0	170	0	230	0	180
6606	155	120	0	110	0	120	0	210	0	210	0
6606	160	0	120	0	90	0	150	0	220	0	170
6606	165	120	0	100	0	100	0	190	0	200	0
6606	170	0	120	0	90	0	130	0	200	0	170
6606	175	110	0	110	0	90	0	170	0	190	0
6606	180	0	120	0	100	0	120	0	190	0	170
6606	185	110	0	120	0	110	0	150	0	180	0
6606	190	0	120	0	120	0	130	0	170	0	160
6606	195	100	0	120	0	130	0	150	0	170	0
6606	200	0	110	0	140	0	140	0	150	0	160
6606	205	90	0	130	0	140	0	140	0	150	0
6606	210	0	110	0	140	0	130	0	140	0	140
6606	215	80	0	130	0	130	0	120	0	140	0
6606	220	0	100	0	110	0	110	0	110	0	130
6606	225	70	0	100	0	100	0	100	0	110	0
6606	230	0	80	0	80	0	80	0	90	0	110
6606	235	60	0	60	0	60	0	80	0	90	0
6606	240	0	60	0	50	0	50	0	70	0	90
6606	245	60	0	60	0	40	0	50	0	70	0

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15
6607	100	0	110	0	120	0	110	0	100	0	100
6607	105	110	0	120	0	110	0	100	0	80	0
6607	110	0	120	0	120	0	110	0	80	0	100
6607	115	120	0	120	0	120	0	100	0	100	0
6607	120	0	120	0	140	0	120	0	110	0	110
6607	125	120	0	140	0	170	0	160	0	160	0
6607	130	0	140	0	180	0	200	0	190	0	150
6607	135	130	0	170	0	230	0	230	0	190	0
6607	140	0	150	0	220	0	260	0	230	0	170
6607	145	130	0	190	0	260	0	270	0	200	0
6607	150	0	150	0	220	0	280	0	240	0	140
6607	155	130	0	170	0	250	0	270	0	200	0
6607	160	0	130	0	180	0	250	0	230	0	160
6607	165	120	0	130	0	190	0	230	0	190	0
6607	170	0	110	0	140	0	200	0	200	0	120
6607	175	100	0	110	0	150	0	200	0	170	0
6607	180	0	100	0	110	0	180	0	190	0	140
6607	185	90	0	100	0	130	0	190	0	160	0
6607	190	0	80	0	110	0	160	0	190	0	140
6607	195	80	0	90	0	120	0	180	0	170	0
6607	200	0	70	0	90	0	140	0	180	0	110
6607	205	70	0	80	0	100	0	150	0	140	0
6607	210	0	60	0	80	0	110	0	150	0	110
6607	215	60	0	60	0	80	0	110	0	140	0
6607	220	0	50	0	50	0	80	0	120	0	100
6607	225	60	0	40	0	60	0	90	0	120	0
6607	230	0	50	0	30	0	60	0	100	0	100
6607	235	60	0	30	0	30	0	60	0	90	0
6607	240	0	50	0	30	0	30	0	60	0	90
6607	245	70	0	40	0	20	0	30	0	50	0

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

		65	60	55	50	45	40	35	30	25	20	15
6608	100	0	130	0	150	0	140	0	120	0	100	0
6608	105	120	0	140	0	140	0	120	0	90	0	100
6608	110	0	130	0	150	0	120	0	90	0	100	0
6608	115	120	0	150	0	140	0	100	0	110	0	100
6608	120	0	130	0	160	0	130	0	130	0	120	0
6608	125	100	0	160	0	180	0	160	0	140	0	110
6608	130	0	130	0	180	0	210	0	180	0	130	0
6608	135	110	0	150	0	220	0	230	0	170	0	120
6608	140	0	110	0	180	0	250	0	220	0	150	0
6608	145	100	0	130	0	220	0	260	0	190	0	120
6608	150	0	90	0	150	0	250	0	230	0	150	0
6608	155	90	0	90	0	200	0	250	0	190	0	120
6608	160	0	70	0	130	0	230	0	220	0	160	0
6608	165	80	0	80	0	180	0	240	0	190	0	130
6608	170	0	70	0	120	0	210	0	220	0	150	0
6608	175	100	0	80	0	170	0	220	0	180	0	120
6608	180	0	80	0	120	0	200	0	200	0	140	0
6608	185	100	0	100	0	160	0	200	0	160	0	110
6608	190	0	90	0	130	0	180	0	170	0	130	0
6608	195	100	0	110	0	150	0	160	0	140	0	100
6608	200	0	100	0	130	0	150	0	140	0	120	0
6608	205	100	0	110	0	130	0	130	0	120	0	100
6608	210	0	100	0	120	0	120	0	110	0	100	0
6608	215	100	0	100	0	110	0	110	0	90	0	90
6608	220	0	100	0	100	0	90	0	80	0	80	0
6608	225	90	0	90	0	80	0	80	0	60	0	80
6608	230	0	90	0	80	0	70	0	50	0	70	0
6608	235	90	0	90	0	70	0	50	0	50	0	80
6608	240	0	100	0	80	0	50	0	50	0	60	0
6608	245	90	0	100	0	70	0	50	0	50	0	70

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15
6609	100	0	110	0	140	0	150	0	120	0	100
6609	105	110	0	130	0	150	0	130	0	90	0
6609	110	0	110	0	150	0	140	0	100	0	100
6609	115	100	0	140	0	150	0	110	0	100	0
6609	120	0	110	0	150	0	140	0	120	0	110
6609	125	90	0	140	0	160	0	150	0	140	0
6609	130	0	100	0	140	0	170	0	170	0	110
6609	135	80	0	90	0	140	0	190	0	170	0
6609	140	0	60	0	90	0	170	0	190	0	150
6609	145	60	0	40	0	110	0	190	0	180	0
6609	150	0	30	0	50	0	140	0	190	0	150
6609	155	40	0	10	0	90	0	170	0	170	0
6609	160	0	20	0	40	0	140	0	170	0	120
6609	165	50	0	20	0	100	0	160	0	150	0
6609	170	0	30	0	60	0	140	0	170	0	120
6609	175	70	0	30	0	110	0	170	0	160	0
6609	180	0	40	0	60	0	150	0	170	0	130
6609	185	70	0	40	0	110	0	170	0	150	0
6609	190	0	50	0	60	0	150	0	160	0	110
6609	195	70	0	40	0	110	0	170	0	130	0
6609	200	0	40	0	60	0	140	0	140	0	110
6609	205	60	0	40	0	100	0	140	0	120	0
6609	210	0	50	0	70	0	120	0	120	0	100
6609	215	80	0	50	0	100	0	120	0	90	0
6609	220	0	70	0	90	0	110	0	100	0	80
6609	225	90	0	90	0	120	0	110	0	70	0
6609	230	0	100	0	120	0	130	0	80	0	70
6609	235	100	0	130	0	140	0	130	0	70	0
6609	240	0	130	0	160	0	160	0	120	0	70
6609	245	110	0	170	0	180	0	160	0	110	0

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15	
6610	100	0	110	0	120	0	150	0	150	0	110	0
6610	105	130	0	110	0	150	0	150	0	110	0	100
6610	110	0	110	0	140	0	170	0	120	0	100	0
6610	115	130	0	120	0	180	0	150	0	120	0	110
6610	120	0	100	0	160	0	190	0	150	0	130	0
6610	125	120	0	120	0	190	0	180	0	160	0	130
6610	130	0	80	0	140	0	210	0	200	0	150	0
6610	135	100	0	80	0	180	0	220	0	180	0	130
6610	140	0	50	0	110	0	200	0	210	0	160	0
6610	145	70	0	50	0	150	0	210	0	180	0	130
6610	150	0	30	0	90	0	170	0	190	0	150	0
6610	155	70	0	40	0	130	0	180	0	170	0	120
6610	160	0	40	0	90	0	160	0	180	0	140	0
6610	165	80	0	70	0	140	0	180	0	160	0	110
6610	170	0	80	0	120	0	170	0	180	0	140	0
6610	175	120	0	110	0	150	0	180	0	160	0	110
6610	180	0	120	0	140	0	170	0	170	0	130	0
6610	185	160	0	150	0	170	0	170	0	150	0	100
6610	190	0	160	0	170	0	180	0	160	0	120	0
6610	195	190	0	170	0	180	0	170	0	140	0	100
6610	200	0	180	0	180	0	180	0	150	0	120	0
6610	205	190	0	180	0	180	0	160	0	130	0	100
6610	210	0	190	0	170	0	170	0	150	0	110	0
6610	215	220	0	170	0	160	0	160	0	130	0	100
6610	220	0	200	0	160	0	160	0	150	0	120	0
6610	225	200	0	190	0	160	0	160	0	140	0	100
6610	230	0	210	0	170	0	170	0	160	0	130	0
6610	235	190	0	200	0	180	0	180	0	160	0	110
6610	240	0	210	0	200	0	190	0	190	0	140	0
6610	245	170	0	220	0	210	0	210	0	170	0	110

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

	65	60	55	50	45	40	35	30	25	20	15	
6611	100	0	180	0	200	0	180	0	170	0	150	0
6611	105	170	0	190	0	190	0	170	0	140	0	120
6611	110	0	200	0	190	0	180	0	140	0	130	0
6611	115	190	0	190	0	170	0	170	0	150	0	130
6611	120	0	200	0	160	0	170	0	170	0	150	0
6611	125	210	0	160	0	140	0	170	0	180	0	130
6611	130	0	180	0	110	0	140	0	180	0	150	0
6611	135	180	0	130	0	120	0	180	0	180	0	130
6611	140	0	150	0	110	0	160	0	200	0	160	0
6611	145	180	0	130	0	160	0	200	0	180	0	130
6611	150	0	140	0	150	0	190	0	200	0	150	0
6611	155	150	0	140	0	190	0	200	0	160	0	120
6611	160	0	140	0	190	0	210	0	170	0	130	0
6611	165	130	0	160	0	220	0	180	0	130	0	100
6611	170	0	130	0	190	0	200	0	150	0	110	0
6611	175	100	0	140	0	190	0	160	0	130	0	100
6611	180	0	90	0	150	0	170	0	150	0	120	0
6611	185	70	0	90	0	150	0	160	0	150	0	100
6611	190	0	40	0	100	0	170	0	160	0	130	0
6611	195	50	0	40	0	130	0	180	0	160	0	110
6611	200	0	30	0	70	0	160	0	180	0	140	0
6611	205	50	0	30	0	110	0	180	0	160	0	110
6611	210	0	50	0	60	0	140	0	170	0	130	0
6611	215	130	0	40	0	110	0	170	0	160	0	110
6611	220	0	110	0	110	0	160	0	170	0	130	0
6611	225	120	0	130	0	160	0	190	0	160	0	110
6611	230	0	170	0	170	0	190	0	200	0	140	0
6611	235	150	0	190	0	200	0	220	0	180	0	110
6611	240	0	190	0	220	0	220	0	220	0	140	0
6611	245	160	0	230	0	250	0	250	0	200	0	100

PRESSURE DISTRIBUTION - MEAN MONTHLY SEA LEVEL

		65	60	55	50	45	40	35	30	25	20	15
6612	100	0	210	0	200	0	190	0	170	0	140	0
6612	105	210	0	190	0	190	0	170	0	130	0	120
6612	110	0	190	0	180	0	200	0	140	0	130	0
6612	115	190	0	170	0	180	0	180	0	150	0	130
6612	120	0	160	0	140	0	190	0	180	0	160	0
6612	125	170	0	110	0	130	0	190	0	190	0	140
6612	130	0	130	0	50	0	150	0	210	0	170	0
6612	135	140	0	50	0	70	0	190	0	200	0	140
6612	140	0	80	0	0	0	120	0	200	0	170	0
6612	145	140	0	10	0	40	0	170	0	190	0	140
6612	150	0	60	0	-10	0	100	0	180	0	160	0
6612	155	130	0	0	0	40	0	140	0	180	0	130
6612	160	0	70	0	0	0	80	0	170	0	150	0
6612	165	140	0	10	0	20	0	130	0	170	0	130
6612	170	0	70	0	-10	0	60	0	160	0	150	0
6612	175	170	0	10	0	-10	0	110	0	170	0	130
6612	180	0	90	0	-30	0	50	0	150	0	150	0
6612	185	190	0	0	0	-20	0	100	0	160	0	130
6612	190	0	100	0	-40	0	40	0	150	0	150	0
6612	195	210	0	0	0	-20	0	100	0	160	0	120
6612	200	0	110	0	-30	0	60	0	140	0	150	0
6612	205	220	0	40	0	20	0	110	0	150	0	120
6612	210	0	150	0	30	0	100	0	140	0	140	0
6612	215	290	0	90	0	100	0	150	0	160	0	120
6612	220	0	210	0	140	0	160	0	170	0	140	0
6612	225	280	0	210	0	200	0	200	0	170	0	120
6612	230	0	280	0	250	0	240	0	210	0	150	0
6612	235	300	0	290	0	280	0	260	0	190	0	110
6612	240	0	320	0	330	0	300	0	250	0	150	0
6612	245	320	0	370	0	350	0	290	0	220	0	110

Section II

Meridional Component of Ekman Transport

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6601	100	0	0	0	0	0	0	0	0	0	0
6601	105	0	0	0	0	0	0	0	0	0	0
6601	110	0	0	0	0	0	0	0	0	27	0
6601	115	0	0	0	0	0	0	0	8	30	0
6601	120	0	0	0	0	0	0	14	0	80	0
6601	125	0	0	0	0	-24	0	-4	0	32	0
6601	130	0	0	0	44	0	-69	0	0	0	196
6601	135	0	0	140	0	-54	0	-49	0	56	0
6601	140	0	138	0	13	0	-116	0	-2	0	207
6601	145	0	0	101	0	-66	0	-98	0	50	0
6601	150	0	157	0	-1	0	-127	0	-19	0	174
6601	155	0	0	72	0	-73	0	-135	0	18	0
6601	160	0	153	0	-8	0	-150	0	-51	0	136
6601	165	0	0	48	0	-80	0	-195	0	1	0
6601	170	0	146	0	-8	0	-202	0	-101	0	104
6601	175	0	0	34	0	-95	0	-250	0	-1	0
6601	180	0	135	0	-7	0	-236	0	-151	0	106
6601	185	0	0	30	0	-102	0	-273	0	-4	0
6601	190	0	127	0	-13	0	-204	0	-172	0	79
6601	195	0	0	44	0	-105	0	-228	0	-8	0
6601	200	0	117	0	-16	0	-179	0	-140	0	58
6601	205	0	0	61	0	-103	0	-145	0	-8	0
6601	210	0	114	0	-24	0	-136	0	-73	0	40
6601	215	0	0	42	0	-78	0	-87	0	-4	0
6601	220	0	0	0	0	0	-83	0	-33	0	57
6601	225	0	0	0	0	0	0	-51	0	9	0
6601	230	0	0	0	0	0	-42	0	-1	0	161
6601	235	0	0	0	0	0	0	-8	0	68	0
6601	240	0	0	0	0	0	0	0	0	0	0
6601	245	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6602	100	0	0	0	0	0	0	0	0	0	0	0
6602	105	0	0	0	0	0	0	0	0	0	0	0
6602	110	0	0	0	0	0	0	0	0	0	6	0
6602	115	0	0	0	0	0	0	0	0	-9	0	0
6602	120	0	0	0	0	0	0	0	-5	0	79	0
6602	125	0	0	0	0	-12	0	-4	0	22	0	0
6602	130	0	0	0	-12	0	-15	0	1	0	174	0
6602	135	0	0	0	0	-22	0	-9	0	57	0	0
6602	140	0	7	0	-17	0	-16	0	13	0	130	0
6602	145	0	0	-3	0	-31	0	0	0	47	0	0
6602	150	0	6	0	-40	0	-8	0	20	0	69	0
6602	155	0	0	-14	0	-38	0	3	0	42	0	0
6602	160	0	6	0	-76	0	-6	0	34	0	102	0
6602	165	0	0	-21	0	-66	0	1	0	86	0	0
6602	170	0	18	0	-112	0	-20	0	26	0	229	0
6602	175	0	0	-13	0	-141	0	-3	0	122	0	0
6602	180	0	45	0	-129	0	-78	0	14	0	275	0
6602	185	0	0	-2	0	-196	0	-28	0	107	0	0
6602	190	0	67	0	-103	0	-127	0	4	0	239	0
6602	195	0	0	2	0	-174	0	-57	0	60	0	0
6602	200	0	73	0	-55	0	-128	0	-5	0	202	0
6602	205	0	0	13	0	-116	0	-49	0	18	0	0
6602	210	0	72	0	-41	0	-77	0	-8	0	136	0
6602	215	0	0	13	0	-66	0	-18	0	2	0	0
6602	220	0	0	0	0	0	-33	0	-4	0	80	0
6602	225	0	0	0	0	0	0	-12	0	8	0	0
6602	230	0	0	0	0	0	-17	0	5	0	109	0
6602	235	0	0	0	0	0	0	-3	0	69	0	0
6602	240	0	0	0	0	0	0	0	0	0	0	0
6602	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6603 100	0	0	0	0	0	0	0	0	0	0	0
6603 105	0	0	0	0	0	0	0	0	0	0	0
6603 110	0	0	0	0	0	0	0	0	0	0	0
6603 115	0	0	0	0	0	0	0	0	-3	0	0
6603 120	0	0	0	0	0	0	0	-10	0	61	0
6603 125	0	0	0	0	-32	0	-12	0	33	0	0
6603 130	0	0	0	-12	0	-47	0	-3	0	194	0
6603 135	0	0	22	0	-73	0	-41	0	44	0	0
6603 140	0	62	0	-18	0	-87	0	-9	0	207	0
6603 145	0	0	6	0	-73	0	-57	0	31	0	0
6603 150	0	61	0	23	0	-64	0	-13	0	150	0
6603 155	0	0	6	0	-58	0	-34	0	18	0	0
6603 160	0	42	0	-25	0	-32	0	-8	0	106	0
6603 165	0	0	4	0	-14	0	-22	0	8	0	0
6603 170	0	24	0	1	0	-12	0	-19	0	103	0
6603 175	0	0	10	0	0	0	-27	0	1	0	0
6603 180	0	22	0	13	0	-9	0	-41	0	106	0
6603 185	0	0	21	0	5	0	-41	0	-1	0	0
6603 190	0	37	0	16	0	-9	0	-51	0	109	0
6603 195	0	0	36	0	2	0	-50	0	-4	0	0
6603 200	0	50	0	11	0	-16	0	-43	0	85	0
6603 205	0	0	41	0	-3	0	-51	0	-1	0	0
6603 210	0	73	0	4	0	-31	0	-25	0	45	0
6603 215	0	0	38	0	-9	0	-36	0	-1	0	0
6603 220	0	0	0	0	0	-26	0	-14	0	28	0
6603 225	0	0	0	0	0	0	-16	0	0	0	0
6603 230	0	0	0	0	0	-11	0	-3	0	31	0
6603 235	0	0	0	0	0	0	-1	0	15	0	0
6603 240	0	0	0	0	0	0	0	0	0	0	0
6603 245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6604	100	0	0	0	0	0	0	0	0	0	0	0
6604	105	0	0	0	0	0	0	0	0	0	0	0
6604	110	0	0	0	0	0	0	0	0	-57	-41	0
6604	115	0	0	0	0	0	0	0	0	0	0	0
6604	120	0	0	0	0	0	0	0	-30	0	43	0
6604	125	0	0	0	0	-2	0	-4	0	15	0	0
6604	130	0	0	0	-4	0	2	0	5	0	104	0
6604	135	0	0	0	0	0	0	6	0	37	0	0
6604	140	0	9	0	-4	0	6	0	21	0	89	0
6604	145	0	0	0	0	0	0	15	0	16	0	0
6604	150	0	11	0	-2	0	4	0	8	0	80	0
6604	155	0	0	7	0	-2	0	0	0	32	0	0
6604	160	0	28	0	7	0	-16	0	0	0	159	0
6604	165	0	0	27	0	-13	0	-27	0	41	0	0
6604	170	0	60	0	9	0	-54	0	-8	0	235	0
6604	175	0	0	43	0	-18	0	-66	0	33	0	0
6604	180	0	81	0	4	0	-62	0	-18	0	207	0
6604	185	0	0	48	0	-25	0	-69	0	35	0	0
6604	190	0	74	0	1	0	-55	0	-13	0	202	0
6604	195	0	0	33	0	-32	0	-37	0	22	0	0
6604	200	0	54	0	-2	0	-28	0	-5	0	202	0
6604	205	0	0	17	0	-15	0	-12	0	15	0	0
6604	210	0	46	0	-1	0	-9	0	0	0	118	0
6604	215	0	0	13	0	-9	0	-1	0	6	0	0
6604	220	0	0	0	0	0	-4	0	1	0	74	0
6604	225	0	0	0	0	0	0	0	0	4	0	0
6604	230	0	0	0	0	0	-6	0	2	0	74	0
6604	235	0	0	0	0	0	0	0	0	18	0	0
6604	240	0	0	0	0	0	0	0	0	0	0	0
6604	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15	
6605	100	0	0	0	0	0	0	0	0	0	0	0	0
6605	105	0	0	0	0	0	0	0	0	0	0	0	-22
6605	110	0	0	0	0	0	0	0	0	0	0	0	0
6605	115	0	0	0	0	0	0	0	0	0	-32	0	0
6605	120	0	0	0	0	0	0	0	-48	0	28	0	0
6605	125	0	0	0	0	-16	0	-32	0	14	0	0	0
6605	130	0	0	0	-39	0	-16	0	1	0	0	129	0
6605	135	0	0	-26	0	-28	0	-5	0	69	0	0	0
6605	140	0	-1	0	-57	0	-17	0	33	0	0	199	0
6605	145	0	0	-23	0	-53	0	3	0	116	0	0	0
6605	150	0	0	0	-58	0	-9	0	44	0	0	193	0
6605	155	0	0	-19	0	-42	0	11	0	92	0	0	0
6605	160	0	-1	0	-55	0	0	0	24	0	0	89	0
6605	165	0	0	-13	0	-27	0	6	0	56	0	0	0
6605	170	0	0	0	-42	0	-1	0	18	0	0	79	0
6605	175	0	0	-6	0	-26	0	1	0	54	0	0	0
6605	180	0	2	0	-24	0	-9	0	14	0	0	104	0
6605	185	0	0	-1	0	-22	0	-1	0	44	0	0	0
6605	190	0	2	0	-9	0	-13	0	4	0	0	106	0
6605	195	0	0	0	0	-12	0	-9	0	18	0	0	0
6605	200	0	0	2	0	-1	0	-7	0	-5	0	0	89
6605	205	0	0	0	0	-3	0	-13	0	-5	0	0	0
6605	210	0	0	1	0	0	-4	0	0	-5	0	0	39
6605	215	0	0	0	1	0	0	-5	0	0	0	0	0
6605	220	0	0	0	0	0	-6	0	1	0	0	0	14
6605	225	0	0	0	0	0	0	0	0	0	0	0	0
6605	230	0	0	0	0	0	0	-12	0	0	0	0	14
6605	235	0	0	0	0	0	0	0	0	0	0	0	0
6605	240	0	0	0	0	0	0	0	0	0	0	0	0
6605	245	0	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6606	100	0	0	0	0	0	0	0	0	0	0	0
6606	105	0	0	0	0	0	0	0	0	0	0	0
6606	110	0	0	0	0	0	0	0	0	0	-22	0
6606	115	0	0	0	0	0	0	0	0	-44	0	0
6606	120	0	0	0	0	0	0	0	-50	0	12	0
6606	125	0	0	0	0	-7	0	-34	0	11	0	0
6606	130	0	0	0	-7	0	-16	0	-12	0	131	0
6606	135	0	0	-2	0	-18	0	-26	0	70	0	0
6606	140	0	0	0	-4	0	-54	0	1	0	275	0
6606	145	0	0	0	0	-26	0	-41	0	90	0	0
6606	150	0	0	0	-1	0	-78	0	1	0	342	0
6606	155	0	0	3	0	-26	0	-57	0	95	0	0
6606	160	0	1	0	0	0	-78	0	0	0	287	0
6606	165	0	0	4	0	-18	0	-66	0	63	0	0
6606	170	0	0	0	1	0	-69	0	-5	0	202	0
6606	175	0	0	3	0	-7	0	-66	0	26	0	0
6606	180	0	0	0	1	0	-36	0	-13	0	139	0
6606	185	0	0	1	0	-5	0	-41	0	13	0	0
6606	190	0	-1	0	-1	0	-11	0	-13	0	85	0
6606	195	0	0	-1	0	-2	0	-8	0	2	0	0
6606	200	0	-4	0	-2	0	-1	0	-5	0	52	0
6606	205	0	0	-5	0	0	0	-2	0	0	0	0
6606	210	0	-8	0	0	0	2	0	-5	0	24	0
6606	215	0	0	-2	0	3	0	1	0	-3	0	0
6606	220	0	0	0	0	0	5	0	-5	0	14	0
6606	225	0	0	0	0	0	0	1	0	-15	0	0
6606	230	0	0	0	0	0	0	0	-2	0	-7	0
6606	235	0	0	0	0	0	0	-3	0	-15	0	0
6606	240	0	0	0	0	0	0	0	0	0	0	0
6606	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6607	100	0	0	0	0	0	0	0	0	0	0	0
6607	105	0	0	0	0	0	0	0	0	0	0	0
6607	110	0	0	0	0	0	0	0	0	0	-20	0
6607	115	0	0	0	0	0	0	0	0	-35	0	0
6607	120	0	0	0	0	0	0	0	-30	0	29	0
6607	125	0	0	0	0	-13	0	-25	0	14	0	0
6607	130	0	0	0	-29	0	-17	0	6	0	160	0
6607	135	0	0	-23	0	-26	0	2	0	85	0	0
6607	140	0	-11	0	-32	0	-9	0	62	0	231	0
6607	145	0	0	-24	0	-21	0	17	0	146	0	0
6607	150	0	-10	0	-32	0	-2	0	104	0	287	0
6607	155	0	0	-18	0	-32	0	20	0	178	0	0
6607	160	0	-3	0	-30	0	-9	0	79	0	342	0
6607	165	0	0	-8	0	-33	0	14	0	143	0	0
6607	170	0	0	0	-15	0	-21	0	38	0	254	0
6607	175	0	0	-2	0	-31	0	0	0	99	0	0
6607	180	0	0	0	-7	0	-29	0	21	0	174	0
6607	185	0	0	-2	0	-26	0	-6	0	88	0	0
6607	190	0	0	0	-5	0	-35	0	9	0	199	0
6607	195	0	0	-3	0	-18	0	-17	0	74	0	0
6607	200	0	0	0	-4	0	-30	0	6	0	179	0
6607	205	0	0	-2	0	-12	0	-23	0	57	0	0
6607	210	0	0	0	-3	0	-16	0	-5	0	118	0
6607	215	0	0	0	0	-7	0	-23	0	15	0	0
6607	220	0	0	0	0	0	-9	0	-19	0	69	0
6607	225	0	0	0	0	0	0	-22	0	6	0	0
6607	230	0	0	0	0	0	-9	0	-20	0	30	0
6607	235	0	0	0	0	0	0	-18	0	7	0	0
6607	240	0	0	0	0	0	0	0	0	0	0	0
6607	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6608 100	0	0	0	0	0	0	0	0	0	0	0
6608 105	0	0	0	0	0	0	0	0	0	0	0
6608 110	0	0	0	0	0	0	0	0	0	-2	0
6608 115	0	0	0	0	0	0	0	0	-8	0	0
6608 120	0	0	0	0	0	0	0	-10	0	27	0
6608 125	0	0	0	0	-8	0	-7	0	33	0	0
6608 130	0	0	0	-14	0	-12	0	36	0	102	0
6608 135	0	0	-17	0	-25	0	13	0	122	0	0
6608 140	0	-5	0	-36	0	-11	0	86	0	231	0
6608 145	0	0	-20	0	-52	0	8	0	193	0	0
6608 150	0	-1	0	-57	0	-19	0	90	0	321	0
6608 155	0	0	-17	0	-72	0	5	0	172	0	0
6608 160	0	0	0	-63	0	-29	0	66	0	278	0
6608 165	0	0	-14	0	-65	0	1	0	152	0	0
6608 170	0	0	0	-52	0	-29	0	48	0	254	0
6608 175	0	0	-11	0	-53	0	0	0	164	0	0
6608 180	0	0	0	-34	0	-19	0	48	0	218	0
6608 185	0	0	-10	0	-31	0	7	0	107	0	0
6608 190	0	-1	0	-15	0	-7	0	38	0	150	0
6608 195	0	0	-6	0	-9	0	12	0	47	0	0
6608 200	0	-1	0	-5	0	2	0	18	0	74	0
6608 205	0	0	-3	0	-1	0	9	0	25	0	0
6608 210	0	0	0	-1	0	3	0	18	0	24	0
6608 215	0	0	-1	0	4	0	9	0	15	0	0
6608 220	0	0	0	0	0	3	0	25	0	-7	0
6608 225	0	0	0	0	0	0	13	0	-3	0	0
6608 230	0	0	0	0	0	5	0	7	0	-40	0
6608 235	0	0	0	0	0	0	4	0	-8	0	0
6608 240	0	0	0	0	0	0	0	0	0	0	0
6608 245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6609	100	0	0	0	0	0	0	0	0	0	0
6609	105	0	0	0	0	0	0	0	0	0	0
6609	110	0	0	0	0	0	0	0	0	2	0
6609	115	0	0	0	0	0	0	0	-1	0	0
6609	120	0	0	0	0	0	0	-1	0	28	0
6609	125	0	0	0	0	-1	0	-2	0	24	0
6609	130	0	0	0	-8	0	-7	0	4	0	129
6609	135	0	0	-5	0	-22	0	-5	0	55	0
6609	140	0	7	0	-22	0	-40	0	5	0	193
6609	145	0	0	-2	0	-52	0	-17	0	56	0
6609	150	0	7	0	-32	0	-61	0	3	0	169
6609	155	0	0	-2	0	-67	0	-22	0	37	0
6609	160	0	4	0	-39	0	-49	0	1	0	139
6609	165	0	0	-5	0	-64	0	-13	0	24	0
6609	170	0	5	0	-40	0	-38	0	1	0	113
6609	175	0	0	-4	0	-56	0	-10	0	45	0
6609	180	0	5	0	-34	0	-37	0	6	0	113
6609	185	0	0	-1	0	-61	0	-3	0	48	0
6609	190	0	4	0	-29	0	-29	0	13	0	85
6609	195	0	0	-1	0	-53	0	0	0	31	0
6609	200	0	3	0	-25	0	-19	0	17	0	58
6609	205	0	0	-3	0	-31	0	2	0	31	0
6609	210	0	3	0	20	0	-9	0	24	0	45
6609	215	0	0	-7	0	-11	0	3	0	47	0
6609	220	0	0	0	0	0	-1	0	45	0	11
6609	225	0	0	0	0	0	0	12	0	40	0
6609	230	0	0	0	0	0	1	0	62	0	-2
6609	235	0	0	0	0	0	0	28	0	56	0
6609	240	0	0	0	0	0	0	0	0	0	0
6609	245	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6610	100	0	0	0	0	0	0	0	0	0	0
6610	105	0	0	0	0	0	0	0	0	0	0
6610	110	0	0	0	0	0	0	0	0	7	0
6610	115	0	0	0	0	0	0	0	15	0	0
6610	120	0	0	0	0	0	0	14	0	29	0
6610	125	0	0	0	0	-19	0	9	0	45	0
6610	130	0	0	0	41	0	-3	0	20	0	102
6610	135	0	0	-18	0	-46	0	-1	0	85	0
6610	140	0	8	0	57	0	-24	0	28	0	166
6610	145	0	0	-17	0	-52	0	-3	0	77	0
6610	150	0	3	0	51	0	-29	0	15	0	179
6610	155	0	0	-16	0	-41	0	-6	0	63	0
6610	160	0	2	0	43	0	-21	0	6	0	174
6610	165	0	0	-22	0	-31	0	-3	0	58	0
6610	170	0	-4	0	-26	0	-13	0	9	0	169
6610	175	0	0	-16	0	-15	0	0	0	60	0
6610	180	0	-4	0	-12	0	-3	0	11	0	179
6610	185	0	0	-8	0	-6	0	2	0	63	0
6610	190	0	0	0	-4	0	0	0	16	0	139
6610	195	0	0	-2	0	0	0	10	0	48	0
6610	200	0	1	0	0	0	3	0	21	0	85
6610	205	0	0	0	0	0	0	10	0	45	0
6610	210	0	4	0	1	0	2	0	19	0	60
6610	215	0	0	4	0	0	0	3	0	42	0
6610	220	0	0	0	0	0	0	0	13	0	78
6610	225	0	0	0	0	0	0	1	0	31	0
6610	230	0	0	0	0	0	-1	0	9	0	129
6610	235	0	0	0	0	0	0	-1	0	54	0
6610	240	0	0	0	0	0	0	0	0	0	0
6610	245	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6611	100	0	0	0	0	0	0	0	0	0	0	0
6611	105	0	0	0	0	0	0	0	0	0	0	0
6611	110	0	0	0	0	0	0	0	0	0	26	0
6611	115	0	0	0	0	0	0	0	0	9	0	0
6611	120	0	0	0	0	0	0	0	0	0	78	0
6611	125	0	0	0	0	-3	0	-6	0	21	0	0
6611	130	0	0	0	6	0	-20	0	-3	0	163	0
6611	135	0	0	18	0	-14	0	-29	0	42	0	0
6611	140	0	13	0	-4	0	-36	0	2	0	166	0
6611	145	0	0	1	0	-29	0	-12	0	77	0	0
6611	150	0	4	0	-21	0	-12	0	24	0	156	0
6611	155	0	0	-8	0	-16	0	5	0	97	0	0
6611	160	0	0	0	-24	0	2	0	60	0	114	0
6611	165	0	0	-14	0	-2	0	36	0	69	0	0
6611	170	0	-5	0	-17	0	19	0	38	0	62	0
6611	175	0	0	-18	0	-1	0	21	0	41	0	0
6611	180	0	-3	0	-19	0	4	0	8	0	102	0
6611	185	0	0	-19	0	-15	0	3	0	31	0	0
6611	190	0	3	0	-33	0	-9	0	5	0	160	0
6611	195	0	0	-12	0	-46	0	-1	0	41	0	0
6611	200	0	1	0	-41	0	-35	0	8	0	166	0
6611	205	0	0	-3	0	-52	0	-8	0	58	0	0
6611	210	0	13	0	-38	0	-42	0	6	0	169	0
6611	215	0	0	-13	0	-43	0	-7	0	56	0	0
6611	220	0	0	0	0	0	-32	0	8	0	163	0
6611	225	0	0	0	0	0	0	-9	0	84	0	0
6611	230	0	0	0	0	0	-17	0	26	0	233	0
6611	235	0	0	0	0	0	0	-7	0	165	0	0
6611	240	0	0	0	0	0	0	0	0	0	0	0
6611	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6612	100	0	0	0	0	0	0	0	0	0	0
6612	105	0	0	0	0	0	0	0	0	0	0
6612	110	0	0	0	0	0	0	0	0	15	0
6612	115	0	0	0	0	0	0	0	8	0	0
6612	120	0	0	0	0	0	0	4	0	80	0
6612	125	0	0	0	-44	0	-9	0	32	0	0
6612	130	0	0	0	5	0	-78	0	-2	0	196
6612	135	0	0	59	0	-88	0	-66	0	44	0
6612	140	0	64	0	-4	0	-150	0	-5	0	207
6612	145	0	0	34	0	-96	0	-86	0	28	0
6612	150	0	71	0	-7	0	-127	0	-19	0	179
6612	155	0	0	23	0	-66	0	-98	0	18	0
6612	160	0	67	0	-4	0	-106	0	-33	0	139
6612	165	0	0	27	0	-41	0	-122	0	9	0
6612	170	0	83	0	2	-10	-127	0	-51	0	106
6612	175	0	0	49	0	-41	0	-136	0	2	0
6612	180	0	122	0	4	0	-140	0	-74	0	82
6612	185	0	0	83	0	-47	0	-153	0	0	0
6612	190	0	160	0	2	0	-145	0	-75	0	82
6612	195	0	0	91	0	-61	0	-129	0	-1	0
6612	200	0	149	0	2	0	-128	0	-52	0	85
6612	205	0	0	80	0	-86	0	-63	0	-1	0
6612	210	0	144	0	-20	0	-87	0	-21	0	82
6612	215	0	0	47	0	-78	0	-34	0	8	0
6612	220	0	0	0	0	0	-48	0	0	0	131
6612	225	0	0	0	0	0	0	-8	0	69	0
6612	230	0	0	0	0	0	-13	0	54	0	275
6612	235	0	0	0	0	0	0	24	0	216	0
6612	240	0	0	0	0	0	0	0	0	0	0
6612	245	0	0	0	0	0	0	0	0	0	0

Section III

Zonal Component of Ekman Transport

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6601	100	0	0	0	0	0	0	0	0	0	0	0
6601	105	0	0	0	0	0	0	0	0	0	0	0
6601	110	0	0	0	0	0	0	0	0	0	-41	0
6601	115	0	0	0	0	0	0	0	0	-52	0	0
6601	120	0	0	0	0	0	0	0	-41	0	-90	0
6601	125	0	0	0	0	49	0	0	0	-47	0	0
6601	130	0	0	0	52	0	55	0	-5	0	-73	0
6601	135	0	0	75	0	63	0	32	0	-15	0	0
6601	140	0	66	0	30	0	86	0	7	0	-34	0
6601	145	0	0	55	0	60	0	74	0	5	0	0
6601	150	0	63	0	30	0	95	0	25	0	-21	0
6601	155	0	0	43	0	72	0	95	0	5	0	0
6601	160	0	47	0	32	0	105	0	37	0	-31	0
6601	165	0	0	26	0	73	0	97	0	0	0	0
6601	170	0	12	0	24	0	106	0	40	0	-38	0
6601	175	0	0	7	0	55	0	96	0	0	0	0
6601	180	0	-26	0	5	0	81	0	52	0	-28	0
6601	185	0	0	-15	0	16	0	82	0	1	0	0
6601	190	0	-90	0	-7	0	28	0	46	0	-34	0
6601	195	0	0	-62	0	-7	0	34	0	1	0	0
6601	200	0	-141	0	-32	0	-10	0	23	0	-23	0
6601	205	0	0	-120	0	-43	0	-7	0	1	0	0
6601	210	0	-177	0	-104	0	-40	0	-3	0	-20	0
6601	215	0	0	-158	0	-100	0	-33	0	-6	0	0
6601	220	0	0	0	0	0	-78	0	-28	0	-39	0
6601	225	0	0	0	0	0	0	-65	0	-28	0	0
6601	230	0	0	0	0	0	-80	0	-42	0	-69	0
6601	235	0	0	0	0	0	0	-44	0	-48	0	0
6601	240	0	0	0	0	0	0	0	0	0	0	0
6601	245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6602	100	0	0	0	0	0	0	0	0	0	0	0
6602	105	0	0	0	0	0	0	0	0	0	0	0
6602	110	0	0	0	0	0	0	0	0	0	-49	0
6602	115	0	0	0	0	0	0	0	0	-65	0	0
6602	120	0	0	0	0	0	0	0	-36	0	-77	0
6602	125	0	0	0	0	12	0	-4	0	-24	0	0
6602	130	0	0	0	18	0	10	0	0	0	-21	0
6602	135	0	0	7	0	13	0	8	0	15	0	0
6602	140	0	5	0	7	0	6	0	13	0	20	0
6602	145	0	0	3	0	-1	0	1	0	18	0	0
6602	150	0	5	0	3	0	-5	0	-3	0	5	0
6602	155	0	0	10	0	-4	0	-7	0	-19	0	0
6602	160	0	6	0	30	0	-6	0	-39	0	-59	0
6602	165	0	0	30	0	27	0	-13	0	-87	0	0
6602	170	0	13	0	96	0	6	0	-37	0	-140	0
6602	175	0	0	49	0	107	0	0	0	-67	0	0
6602	180	0	12	0	125	0	62	0	-3	0	-98	0
6602	185	0	0	16	0	143	0	28	0	-25	0	0
6602	190	0	-33	0	62	0	95	0	6	0	-64	0
6602	195	0	0	-8	0	86	0	48	0	-5	0	0
6602	200	0	-84	0	-4	0	59	0	14	0	-47	0
6602	205	0	0	-60	0	8	0	28	0	5	0	0
6602	210	0	-136	0	-47	0	7	0	11	0	-31	0
6602	215	0	0	-107	0	-39	0	2	0	1	0	0
6602	220	0	0	0	0	-23	0	-3	0	-26	0	0
6602	225	0	0	0	0	0	-22	0	-8	0	0	0
6602	230	0	0	0	0	-22	0	-23	0	-19	0	0
6602	235	0	0	0	0	0	-11	0	-34	0	0	0
6602	240	0	0	0	0	0	0	0	0	0	0	0
6602	245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6603	100	0	0	0	0	0	0	0	0	0	0
6603	105	0	0	0	0	0	0	0	0	0	0
6603	110	0	0	0	0	0	0	0	0	0	0
6603	115	0	0	0	0	0	0	0	0	-28	0
6603	120	0	0	0	0	0	0	-59	0	-100	0
6603	125	0	0	0	0	45	0	-8	0	-65	0
6603	130	0	0	0	61	0	38	0	-4	0	-87
6603	135	0	0	31	0	72	0	31	0	-9	0
6603	140	0	3	0	21	0	58	0	14	0	-34
6603	145	0	0	0	0	27	0	38	0	10	0
6603	150	0	-37	0	-5	0	17	0	15	0	1
6603	155	0	0	-36	0	-8	0	12	0	5	0
6603	160	0	-73	0	-34	0	2	0	4	0	-28
6603	165	0	0	-58	0	-5	0	8	0	-5	0
6603	170	0	-47	0	-13	0	7	0	8	0	-48
6603	175	0	0	-14	0	0	0	17	0	-1	0
6603	180	0	-12	0	-1	0	11	0	21	0	-28
6603	185	0	0	2	0	3	0	23	0	2	0
6603	190	0	1	0	8	0	7	0	23	0	-19
6603	195	0	0	10	0	3	0	17	0	4	0
6603	200	0	1	0	8	0	6	0	13	0	-10
6603	205	0	0	4	0	5	0	14	0	4	0
6603	210	0	-26	0	0	0	7	0	11	0	-2
6603	215	0	0	-27	0	-5	0	7	0	2	0
6603	220	0	0	0	0	0	-13	0	3	0	-2
6603	225	0	0	0	0	0	0	-10	0	0	0
6603	230	0	0	0	0	0	-29	0	-4	0	2
6603	235	0	0	0	0	0	0	-11	0	-1	0
6603	240	0	0	0	0	0	0	0	0	0	0
6603	245	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6604	100	0	0	0	0	0	0	0	0	0	0	0
6604	105	0	0	0	0	0	0	0	0	0	0	0
6604	110	0	0	0	0	0	0	0	0	0	-65	0
6604	115	0	0	0	0	0	0	0	0	-96	0	0
6604	120	0	0	0	0	0	0	0	-84	0	-81	0
6604	125	0	0	0	0	-16	0	-48	0	-43	0	0
6604	130	0	0	0	-3	0	-13	0	-10	0	-38	0
6604	135	0	0	0	0	0	0	0	0	3	0	0
6604	140	0	3	0	2	0	2	0	10	0	-1	0
6604	145	0	0	5	0	5	0	2	0	1	0	0
6604	150	0	2	0	19	0	5	0	-8	0	-26	0
6604	155	0	0	11	0	32	0	0	0	-39	0	0
6604	160	0	-3	0	34	0	28	0	-7	0	-95	0
6604	165	0	0	11	0	40	0	17	0	-29	0	0
6604	170	0	-13	0	14	0	43	0	4	0	-78	0
6604	175	0	0	0	0	18	0	35	0	-5	0	0
6604	180	0	-18	0	2	0	24	0	10	0	-34	0
6604	185	0	0	-13	0	1	0	18	0	-1	0	0
6604	190	0	-22	0	-5	0	-2	0	5	0	-47	0
6604	195	0	0	-21	0	-10	0	4	0	-4	0	0
6604	200	0	-16	0	-8	0	0	0	5	0	-47	0
6604	205	0	0	-8	0	-3	0	7	0	10	0	0
6604	210	0	-8	0	0	0	2	0	10	0	0	0
6604	215	0	0	-2	0	3	0	3	0	9	0	0
6604	220	0	0	0	0	0	2	0	5	0	14	0
6604	225	0	0	0	0	0	0	0	6	0	0	0
6604	230	0	0	0	0	0	0	1	0	5	0	14
6604	235	0	0	0	0	0	0	0	0	0	0	0
6604	240	0	0	0	0	0	0	0	0	0	0	0
6604	245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6605 100	0	0	0	0	0	0	0	0	0	0	0
6605 105	0	0	0	0	0	0	0	0	0	0	0
6605 110	0	0	0	0	0	0	0	0	0	-45	0
6605 115	0	0	0	0	0	0	0	0	-85	0	0
6605 120	0	0	0	0	0	0	0	-93	0	-110	0
6605 125	0	0	0	0	-29	0	-96	0	-84	0	0
6605 130	0	0	0	5	0	-45	0	-64	0	-103	0
6605 135	0	0	18	0	3	0	-32	0	-56	0	0
6605 140	0	2	0	29	0	1	0	-20	0	-60	0
6605 145	0	0	10	0	22	0	5	0	-4	0	0
6605 150	0	0	0	19	0	11	0	24	0	15	0
6605 155	0	0	1	0	13	0	13	0	21	0	0
6605 160	0	-3	0	10	0	1	0	5	0	-1	0
6605 165	0	0	0	0	9	0	-2	0	-15	0	0
6605 170	0	-2	0	15	0	1	0	-10	0	-34	0
6605 175	0	0	2	0	19	0	0	0	-26	0	0
6605 180	0	-1	0	17	0	14	0	-3	0	-38	0
6605 185	0	0	1	0	25	0	10	0	-9	0	0
6605 190	0	-2	0	8	0	24	0	6	0	-28	0
6605 195	0	0	0	0	14	0	25	0	5	0	0
6605 200	0	0	0	1	0	16	0	18	0	-1	0
6605 205	0	0	0	0	5	0	18	0	14	0	0
6605 210	0	1	0	1	0	4	0	14	0	14	0
6605 215	0	0	1	0	2	0	4	0	17	0	0
6605 220	0	0	0	0	0	2	0	5	0	24	0
6605 225	0	0	0	0	0	0	0	0	9	0	0
6605 230	0	0	0	0	0	6	0	1	0	24	0
6605 235	0	0	0	0	0	0	0	0	5	0	0
6605 240	0	0	0	0	0	0	0	0	0	0	0
6605 245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6606	100	0	0	0	0	0	0	0	0	0	0	0
6606	105	0	0	0	0	0	0	0	0	0	0	0
6606	110	0	0	0	0	0	0	0	0	0	-45	0
6606	115	0	0	0	0	0	0	0	0	-90	0	0
6606	120	0	0	0	0	0	0	0	-122	0	-129	0
6606	125	0	0	0	0	-6	0	-82	0	-125	0	0
6606	130	0	0	0	4	0	-10	0	-68	0	-134	0
6606	135	0	0	3	0	15	0	-11	0	-74	0	0
6606	140	0	0	0	10	0	27	0	-3	0	-98	0
6606	145	0	0	1	0	22	0	20	0	-17	0	0
6606	150	0	0	0	4	0	42	0	3	0	-38	0
6606	155	0	0	1	0	19	0	34	0	-4	0	0
6606	160	0	0	0	2	0	47	0	7	0	-52	0
6606	165	0	0	-1	0	13	0	45	0	0	0	0
6606	170	0	0	0	-1	0	37	0	10	0	-47	0
6606	175	0	0	-3	0	1	0	40	0	2	0	0
6606	180	0	0	0	-4	0	10	0	15	0	-20	0
6606	185	0	0	-1	0	-5	0	20	0	6	0	0
6606	190	0	1	0	-4	0	-2	0	15	0	-10	0
6606	195	0	0	0	0	-3	0	5	0	8	0	0
6606	200	0	2	0	-1	0	0	0	10	0	11	0
6606	205	0	0	0	0	0	0	5	0	11	0	0
6606	210	0	4	0	2	0	4	0	14	0	11	0
6606	215	0	0	6	0	7	0	11	0	21	0	0
6606	220	0	0	0	0	0	10	0	23	0	24	0
6606	225	0	0	0	0	0	0	11	0	36	0	0
6606	230	0	0	0	0	0	17	0	14	0	28	0
6606	235	0	0	0	0	0	0	17	0	29	0	0
6606	240	0	0	0	0	0	0	0	0	0	0	0
6606	245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6607	100	0	0	0	0	0	0	0	0	0	0
6607	105	0	0	0	0	0	0	0	0	0	0
6607	110	0	0	0	0	0	0	0	0	-20	0
6607	115	0	0	0	0	0	0	0	-66	0	0
6607	120	0	0	0	0	0	0	-84	0	-78	0
6607	125	0	0	0	0	-48	0	-93	0	-84	0
6607	130	0	0	0	-25	0	-81	0	-82	0	-125
6607	135	0	0	-10	0	-32	0	-67	0	-77	0
6607	140	0	0	0	-7	0	-24	0	-57	0	-108
6607	145	0	0	6	0	0	0	-19	0	-53	0
6607	150	0	7	0	23	0	2	0	-28	0	-52
6607	155	0	0	26	0	41	0	9	0	-28	0
6607	160	0	10	0	49	0	41	0	13	0	-38
6607	165	0	0	20	0	61	0	27	0	5	0
6607	170	0	5	0	28	0	37	0	14	0	-22
6607	175	0	0	6	0	33	0	8	0	2	0
6607	180	0	3	0	8	0	23	0	0	0	-21
6607	185	0	0	3	0	16	0	6	0	-24	0
6607	190	0	3	0	5	0	24	0	-1	0	-60
6607	195	0	0	4	0	15	0	19	0	-10	0
6607	200	0	2	0	6	0	30	0	13	0	-9
6607	205	0	0	4	0	14	0	41	0	15	0
6607	210	0	2	0	8	0	28	0	28	0	0
6607	215	0	0	7	0	14	0	36	0	10	0
6607	220	0	0	0	0	0	16	0	30	0	5
6607	225	0	0	0	0	0	0	27	0	23	0
6607	230	0	0	0	0	0	20	0	41	0	39
6607	235	0	0	0	0	0	0	35	0	55	0
6607	240	0	0	0	0	0	0	0	0	0	0
6607	245	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6608	100	0	0	0	0	0	0	0	0	0	0	0
6608	105	0	0	0	0	0	0	0	0	0	0	0
6608	110	0	0	0	0	0	0	0	0	-8	0	0
6608	115	0	0	0	0	0	0	0	-30	0	0	0
6608	120	0	0	0	0	0	0	-59	0	-41	0	0
6608	125	0	0	0	0	-28	0	-95	0	-65	0	0
6608	130	0	0	0	-2	0	-59	0	-92	0	-83	0
6608	135	0	0	12	0	-6	0	-59	0	-107	0	0
6608	140	0	10	0	21	0	-6	0	-70	0	-108	0
6608	145	0	0	26	0	26	0	-6	0	-78	0	0
6608	150	0	9	0	44	0	13	0	-21	0	-104	0
6608	155	0	0	20	0	43	0	3	0	-46	0	0
6608	160	0	2	0	33	0	23	0	-11	0	-83	0
6608	165	0	0	6	0	34	0	4	0	-27	0	0
6608	170	0	-1	0	19	0	20	0	1	0	-22	0
6608	175	0	0	-1	0	22	0	8	0	-2	0	0
6608	180	0	-2	0	5	0	16	0	17	0	-9	0
6608	185	0	0	-3	0	14	0	16	0	17	0	0
6608	190	0	-1	0	2	0	16	0	26	0	1	0
6608	195	0	0	0	0	9	0	22	0	18	0	0
6608	200	0	0	0	3	0	14	0	22	0	14	0
6608	205	0	0	2	0	7	0	14	0	26	0	0
6608	210	0	0	0	4	0	12	0	22	0	29	0
6608	215	0	0	2	0	9	0	14	0	33	0	0
6608	220	0	0	0	0	0	12	0	25	0	28	0
6608	225	0	0	0	0	0	0	16	0	21	0	0
6608	230	0	0	0	0	0	7	0	8	0	27	0
6608	235	0	0	0	0	0	0	4	0	5	0	0
6608	240	0	0	0	0	0	0	0	0	0	0	0
6608	245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6609	100	0	0	0	0	0	0	0	0	0	0
6609	105	0	0	0	0	0	0	0	0	0	0
6609	110	0	0	0	0	0	0	0	0	-3	0
6609	115	0	0	0	0	0	0	0	-22	0	0
6609	120	0	0	0	0	0	0	-42	0	-52	0
6609	125	0	0	0	0	0	-36	0	-73	0	0
6609	130	0	0	0	21	0	-3	0	-41	0	-103
6609	135	0	0	41	0	25	0	-6	0	-53	0
6609	140	0	20	0	44	0	25	0	-5	0	-101
6609	145	0	0	25	0	44	0	13	0	-15	0
6609	150	0	7	0	29	0	36	0	4	0	-33
6609	155	0	0	3	0	23	0	16	0	3	0
6609	160	0	-2	0	5	0	13	0	3	0	-20
6609	165	0	0	-2	0	7	0	3	0	-1	0
6609	170	0	-6	0	3	0	4	0	0	0	-10
6609	175	0	0	-1	0	10	0	0	0	-5	0
6609	180	0	-4	0	8	0	7	0	1	0	-10
6609	185	0	0	0	0	16	0	2	0	0	0
6609	190	0	-1	0	8	0	12	0	5	0	-10
6609	195	0	0	1	0	19	0	5	0	10	0
6609	200	0	0	0	6	0	16	0	11	0	18
6609	205	0	0	-1	0	12	0	8	0	23	0
6609	210	0	-6	0	-1	0	9	0	14	0	46
6609	215	0	0	-8	0	-1	0	5	0	35	0
6609	220	0	0	0	0	0	0	0	12	0	41
6609	225	0	0	0	0	0	0	-5	0	8	0
6609	230	0	0	0	0	0	-11	0	-34	0	0
6609	235	0	0	0	0	0	0	-37	0	-70	0
6609	240	0	0	0	0	0	0	0	0	0	0
6609	245	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

	65	60	55	50	45	40	35	30	25	20	15
6610 100	0	0	0	0	0	0	0	0	0	0	0
6610 105	0	0	0	0	0	0	0	0	0	0	0
6610 110	0	0	0	0	0	0	0	0	0	-13	0
6610 115	0	0	0	0	0	0	0	0	-43	0	0
6610 120	0	0	0	0	0	0	0	-55	0	-78	0
6610 125	0	0	0	0	5	0	-34	0	-77	0	0
6610 130	0	0	0	34	0	-1	0	-41	0	-70	0
6610 135	0	0	30	0	32	0	-2	0	-44	0	0
6610 140	0	11	0	44	0	22	0	-3	0	-44	0
6610 145	0	0	17	0	40	0	13	0	-5	0	0
6610 150	0	0	0	25	0	27	0	8	0	-9	0
6610 155	0	0	0	0	15	0	8	0	0	0	0
6610 160	0	-11	0	-2	0	4	0	1	0	-21	0
6610 165	0	0	-18	0	-1	0	0	0	-10	0	0
6610 170	0	-27	0	-10	0	1	0	-1	0	-33	0
6610 175	0	0	-19	0	-3	0	1	0	-5	0	0
6610 180	0	-27	0	-10	0	0	0	3	0	-9	0
6610 185	0	0	-14	0	-4	0	0	0	0	0	0
6610 190	0	-15	0	-5	0	-1	0	2	0	-20	0
6610 195	0	0	-3	0	0	0	0	0	0	0	0
6610 200	0	-3	0	0	0	0	0	0	0	-10	0
6610 205	0	0	0	0	1	0	0	0	-5	0	0
6610 210	0	-4	0	2	0	2	0	-5	0	-16	0
6610 215	0	0	-2	0	1	0	0	0	-19	0	0
6610 220	0	0	0	0	0	0	0	-7	0	-44	0
6610 225	0	0	0	0	0	0	-3	0	-27	0	0
6610 230	0	0	0	0	0	-5	0	-18	0	-76	0
6610 235	0	0	0	0	0	0	-14	0	-45	0	0
6610 240	0	0	0	0	0	0	0	0	0	0	0
6610 245	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15	
6611	100	0	0	0	0	0	0	0	0	0	0	0	0
6611	105	0	0	0	0	0	0	0	0	0	0	0	0
6611	110	0	0	0	0	0	0	0	0	0	-12	0	0
6611	115	0	0	0	0	0	0	0	0	-28	0	0	0
6611	120	0	0	0	0	0	0	0	-10	0	-54	0	0
6611	125	0	0	0	0	17	0	2	0	-19	0	0	0
6611	130	0	0	0	9	0	8	0	-4	0	-56	0	0
6611	135	0	0	3	0	-1	0	-6	0	-19	0	0	0
6611	140	0	3	0	-5	0	-13	0	-5	0	-44	0	0
6611	145	0	0	-2	0	-19	0	-3	0	-5	0	0	0
6611	150	0	1	0	-16	0	-8	0	5	0	12	0	0
6611	155	0	0	-4	0	-13	0	2	0	29	0	0	0
6611	160	0	0	0	-7	0	-2	0	19	0	38	0	0
6611	165	0	0	5	0	1	0	7	0	12	0	0	0
6611	170	0	15	0	18	0	8	0	1	0	-9	0	0
6611	175	0	0	34	0	21	0	3	0	-24	0	0	0
6611	180	0	35	0	45	0	5	0	-6	0	-59	0	0
6611	185	0	0	53	0	24	0	-4	0	-27	0	0	0
6611	190	0	17	0	45	0	4	0	-10	0	-81	0	0
6611	195	0	0	20	0	32	0	-1	0	-24	0	0	0
6611	200	0	0	0	27	0	21	0	-4	0	-44	0	0
6611	205	0	0	0	0	26	0	6	0	-10	0	0	0
6611	210	0	-40	0	-2	0	13	0	1	0	-33	0	0
6611	215	0	0	-39	0	-13	0	-1	0	-15	0	0	0
6611	220	0	0	0	0	0	-14	0	-11	0	-56	0	0
6611	225	0	0	0	0	0	0	-14	0	-51	0	0	0
6611	230	0	0	0	0	0	-17	0	-37	0	-93	0	0
6611	235	0	0	0	0	0	0	-16	0	-94	0	0	0
6611	240	0	0	0	0	0	0	0	0	0	0	0	0
6611	245	0	0	0	0	0	0	0	0	0	0	0	0

ZONAL COMPONENT OF EKMAN TRANSPORT - FOFONOFF

		65	60	55	50	45	40	35	30	25	20	15
6612	100	0	0	0	0	0	0	0	0	0	0	0
6612	105	0	0	0	0	0	0	0	0	0	0	0
6612	110	0	0	0	0	0	0	0	0	-10	-21	0
6612	115	0	0	0	0	0	0	0	0	-52	0	0
6612	120	0	0	0	0	0	0	0	-34	0	-90	0
6612	125	0	0	0	0	86	0	2	0	-47	0	0
6612	130	0	0	0	68	0	67	0	-2	0	-73	0
6612	135	0	0	38	0	86	0	35	0	-9	-80	0
6612	140	0	16	0	18	0	85	0	10	0	-34	0
6612	145	0	0	7	0	46	0	60	0	6	-10	0
6612	150	0	-11	0	2	0	64	0	21	0	-9	0
6612	155	0	0	-8	0	27	0	56	0	5	0	0
6612	160	0	-26	0	1	0	56	0	20	0	-20	0
6612	165	0	0	-8	0	31	0	59	0	1	0	0
6612	170	0	-37	0	3	0	64	0	27	0	-28	0
6612	175	0	0	-10	0	27	0	61	0	1	0	0
6612	180	0	-51	0	3	0	54	0	31	0	-18	0
6612	185	0	0	-18	0	19	0	51	0	0	0	0
6612	190	0	-60	0	-1	0	33	0	25	0	-18	0
6612	195	0	0	-46	0	-2	0	26	0	2	0	0
6612	200	0	-84	0	-22	0	-10	0	18	0	-10	0
6612	205	0	0	-86	0	-50	0	-12	0	1	0	0
6612	210	0	-140	0	-89	0	-50	0	-10	0	-18	0
6612	215	0	0	-147	0	-112	0	-41	0	-12	0	0
6612	220	0	0	0	0	0	-84	0	-35	0	-52	0
6612	225	0	0	0	0	0	0	-71	0	-56	0	0
6612	230	0	0	0	0	0	-86	0	-86	0	-98	0
6612	235	0	0	0	0	0	0	-66	0	-139	0	0
6612	240	0	0	0	0	0	0	0	0	0	0	0
6612	245	0	0	0	0	0	0	0	0	0	0	0

Section IV

Meridional Component of Total Transport

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6601	100	0	0	0	0	0	0	0	0	0	0	0
6601	105	0	0	0	0	0	0	0	0	0	0	0
6601	110	0	0	0	0	0	0	0	0	0	2	0
6601	115	0	0	0	0	0	0	0	0	-17	0	0
6601	120	0	0	0	0	0	0	0	9	0	53	0
6601	125	0	0	0	0	-22	0	14	0	46	0	0
6601	130	0	0	0	-244	0	89	0	16	0	62	0
6601	135	0	0	-97	0	-118	0	105	0	67	0	0
6601	140	0	88	0	-119	0	-33	0	29	0	68	0
6601	145	0	0	-207	0	-55	0	73	0	51	0	0
6601	150	0	54	0	-67	0	-4	0	66	0	43	0
6601	155	0	0	-244	0	-86	0	65	0	33	0	0
6601	160	0	-40	0	-59	0	-58	0	103	0	105	0
6601	165	0	0	-219	0	-102	0	19	0	7	0	0
6601	170	0	-245	0	-69	0	-63	0	137	0	66	0
6601	175	0	0	-158	0	-203	0	92	0	17	0	0
6601	180	0	-270	0	-77	0	-153	0	89	0	23	0
6601	185	0	0	-178	0	-130	0	61	0	37	0	0
6601	190	0	-334	0	-90	0	-157	0	111	0	4	0
6601	195	0	0	-241	0	-109	0	-21	0	50	0	0
6601	200	0	2	0	-137	0	-16	0	62	0	42	0
6601	205	0	0	-231	0	-184	0	-2	0	38	0	0
6601	210	0	8	0	-198	0	31	0	39	0	27	0
6601	215	0	0	-205	0	-119	0	11	0	8	0	0
6601	220	0	0	0	0	0	-45	0	10	0	36	0
6601	225	0	0	0	0	0	0	25	0	13	0	0
6601	230	0	0	0	0	0	20	0	14	0	75	0
6601	235	0	0	0	0	0	0	49	0	49	0	0
6601	240	0	0	0	0	0	0	0	0	0	0	0
6601	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6602	100	0	0	0	0	0	0	0	0	0	0	0
6602	105	0	0	0	0	0	0	0	0	0	0	0
6602	110	0	0	0	0	0	0	0	0	0	4	0
6602	115	0	0	0	0	0	0	0	0	6	0	0
6602	120	0	0	0	0	0	0	0	-1	0	52	0
6602	125	0	0	0	0	17	0	9	0	59	0	0
6602	130	0	0	0	-26	0	0	0	6	0	31	0
6602	135	0	0	-32	0	3	0	24	0	48	0	0
6602	140	0	-21	0	-52	0	-6	0	22	0	62	0
6602	145	0	0	-14	0	12	0	-2	0	-13	0	0
6602	150	0	-39	0	-42	0	10	0	9	0	22	0
6602	155	0	0	-49	0	94	0	8	0	-25	0	0
6602	160	0	-37	0	13	0	8	0	4	0	20	0
6602	165	0	0	-69	0	174	0	9	0	-29	0	0
6602	170	0	-2	0	-35	0	75	0	81	0	94	0
6602	175	0	0	-141	0	183	0	15	0	62	0	0
6602	180	0	-181	0	-237	0	137	0	51	0	91	0
6602	185	0	0	-135	0	81	0	73	0	46	0	0
6602	190	0	-306	0	-354	0	76	0	19	0	51	0
6602	195	0	0	-122	0	-50	0	59	0	71	0	0
6602	200	0	-83	0	-192	0	27	0	23	0	75	0
6602	205	0	0	-179	0	-113	0	34	0	33	0	0
6602	210	0	-121	0	-152	0	35	0	8	0	105	0
6602	215	0	0	-177	0	-16	0	8	0	6	0	0
6602	220	0	0	0	0	0	1	0	-7	0	77	0
6602	225	0	0	0	0	0	0	-6	0	1	0	0
6602	230	0	0	0	0	0	35	0	14	0	62	0
6602	235	0	0	0	0	0	0	22	0	23	0	0
6602	240	0	0	0	0	0	0	0	0	0	0	0
6602	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6603 100	0	0	0	0	0	0	0	0	0	0	0
6603 105	0	0	0	0	0	0	0	0	0	0	0
6603 110	0	0	0	0	0	0	0	0	0	-17	0
6603 115	0	0	0	0	0	0	0	0	-14	0	0
6603 120	0	0	0	0	0	0	0	12	0	-9	0
6603 125	0	0	0	0	105	0	15	0	77	0	0
6603 130	0	0	0	-142	0	96	0	22	0	55	0
6603 135	0	0	-138	0	-108	0	61	0	71	0	0
6603 140	0	-177	0	-93	0	-14	0	36	0	68	0
6603 145	0	0	-78	0	-57	0	-4	0	54	0	0
6603 150	0	-195	0	-120	0	13	0	27	0	55	0
6603 155	0	0	-169	0	-35	0	-10	0	22	0	0
6603 160	0	-88	0	-19	0	24	0	21	0	32	0
6603 165	0	0	0	0	5	0	-6	0	20	0	0
6603 170	0	107	0	27	0	2	0	30	0	61	0
6603 175	0	0	44	0	-3	0	-14	0	13	0	0
6603 180	0	-13	0	14	0	-24	0	5	0	23	0
6603 185	0	0	21	0	-15	0	5	0	18	0	0
6603 190	0	37	0	-14	0	-47	0	-10	0	68	0
6603 195	0	0	-53	0	-2	0	-11	0	20	0	0
6603 200	0	-1	0	-36	0	-32	0	26	0	112	0
6603 205	0	0	-53	0	-13	0	-13	0	6	0	0
6603 210	0	-86	0	-31	0	-17	0	39	0	55	0
6603 215	0	0	-234	0	-55	0	-8	0	2	0	0
6603 220	0	0	0	0	0	-14	0	6	0	49	0
6603 225	0	0	0	0	0	0	-4	0	0	0	0
6603 230	0	0	0	0	0	-2	0	5	0	6	0
6603 235	0	0	0	0	0	0	8	0	18	0	0
6603 240	0	0	0	0	0	0	0	0	0	0	0
6603 245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6604	100	0	0	0	0	0	0	0	0	0	0	0
6604	105	0	0	0	0	0	0	0	0	0	0	0
6604	110	0	0	0	0	0	0	0	0	0	51	0
6604	115	0	0	0	0	0	0	0	0	14	0	0
6604	120	0	0	0	0	0	0	0	-5	0	39	0
6604	125	0	0	0	0	30	0	20	0	56	0	0
6604	130	0	0	0	-3	0	32	0	28	0	18	0
6604	135	0	0	0	0	8	0	17	0	24	0	0
6604	140	0	-26	0	12	0	12	0	-6	0	73	0
6604	145	0	0	13	0	14	0	-22	0	-8	0	0
6604	150	0	-52	0	33	0	11	0	-10	0	43	0
6604	155	0	0	-9	0	38	0	1	0	-3	0	0
6604	160	0	-5	0	-16	0	17	0	20	0	22	0
6604	165	0	0	-43	0	-64	0	49	0	97	0	0
6604	170	0	-64	0	-60	0	-25	0	22	0	43	0
6604	175	0	0	-72	0	-59	0	22	0	74	0	0
6604	180	0	-5	0	-37	0	-45	0	60	0	68	0
6604	185	0	0	-115	0	-75	0	-16	0	56	0	0
6604	190	0	19	0	-38	0	-10	0	32	0	24	0
6604	195	0	0	-68	0	-14	0	13	0	51	0	0
6604	200	0	-20	0	-18	0	13	0	18	0	184	0
6604	205	0	0	-15	0	0	0	7	0	21	0	0
6604	210	0	-21	0	-7	0	-3	0	3	0	113	0
6604	215	0	0	-63	0	16	0	2	0	2	0	0
6604	220	0	0	0	0	0	6	0	-6	0	83	0
6604	225	0	0	0	0	0	0	2	0	12	0	0
6604	230	0	0	0	0	0	13	0	-10	0	19	0
6604	235	0	0	0	0	0	0	6	0	22	0	0
6604	240	0	0	0	0	0	0	0	0	0	0	0
6604	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6606	100	0	0	0	0	0	0	0	0	0	0	0
6606	105	0	0	0	0	0	0	0	0	0	0	0
6606	110	0	0	0	0	0	0	0	0	-6	0	0
6606	115	0	0	0	0	0	0	0	0	-41	0	0
6606	120	0	0	0	0	0	0	0	12	0	39	0
6606	125	0	0	0	0	28	0	13	0	30	0	0
6606	130	0	0	0	5	0	14	0	80	0	28	0
6606	135	0	0	2	0	-11	0	31	0	59	0	0
6606	140	0	1	0	-8	0	36	0	20	0	139	0
6606	145	0	0	-12	0	-91	0	52	0	88	0	0
6606	150	0	2	0	-10	0	-21	0	10	0	73	0
6606	155	0	0	5	0	-45	0	88	0	98	0	0
6606	160	0	8	0	-17	0	-54	0	20	0	34	0
6606	165	0	0	-10	0	-62	0	74	0	74	0	0
6606	170	0	7	0	-8	0	-70	0	20	0	75	0
6606	175	0	0	7	0	-44	0	44	0	34	0	0
6606	180	0	2	0	-10	0	-58	0	47	0	100	0
6606	185	0	0	8	0	-10	0	-27	0	20	0	0
6606	190	0	11	0	-1	0	-13	0	14	0	42	0
6606	195	0	0	-7	0	1	0	-1	0	13	0	0
6606	200	0	-2	0	12	0	-1	0	-9	0	77	0
6606	205	0	0	9	0	1	0	1	0	0	0	0
6606	210	0	10	0	13	0	1	0	9	0	12	0
6606	215	0	0	33	0	15	0	-3	0	27	0	0
6606	220	0	0	0	0	0	0	0	-21	0	22	0
6606	225	0	0	0	0	0	0	3	0	-6	0	0
6606	230	0	0	0	0	0	-7	0	-8	0	15	0
6606	235	0	0	0	0	0	0	16	0	-3	0	0
6606	240	0	0	0	0	0	0	0	0	0	0	0
6606	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6607 100	0	0	0	0	0	0	0	0	0	0	0
6607 105	0	0	0	0	0	0	0	0	0	0	0
6607 110	0	0	0	0	0	0	0	0	0	-2	0
6607 115	0	0	0	0	0	0	0	0	-10	0	0
6607 120	0	0	0	0	0	0	0	-19	0	16	0
6607 125	0	0	0	0	11	0	-10	0	42	0	0
6607 130	0	0	0	-12	0	27	0	25	0	19	0
6607 135	0	0	-24	0	55	0	52	0	42	0	0
6607 140	0	-20	0	30	0	44	0	45	0	102	0
6607 145	0	0	24	0	46	0	58	0	1	0	0
6607 150	0	-14	0	20	0	21	0	57	0	88	0
6607 155	0	0	3	0	96	0	61	0	34	0	0
6607 160	0	-24	0	-44	0	57	0	54	0	73	0
6607 165	0	0	-58	0	-42	0	17	0	69	0	0
6607 170	0	-16	0	-37	0	10	0	17	0	52	0
6607 175	0	0	-18	0	-44	0	3	0	25	0	0
6607 180	0	8	0	-41	0	46	0	41	0	43	0
6607 185	0	0	3	0	-55	0	19	0	-11	0	0
6607 190	0	-18	0	2	0	13	0	35	0	70	0
6607 195	0	0	0	0	-20	0	38	0	57	0	0
6607 200	0	-8	0	-18	0	0	0	32	0	80	0
6607 205	0	0	10	0	-23	0	15	0	25	0	0
6607 210	0	-6	0	9	0	-11	0	31	0	-11	0
6607 215	0	0	-2	0	-2	0	-29	0	30	0	0
6607 220	0	0	0	0	0	-17	0	10	0	38	0
6607 225	0	0	0	0	0	0	-4	0	24	0	0
6607 230	0	0	0	0	0	1	0	35	0	2	0
6607 235	0	0	0	0	0	0	-16	0	28	0	0
6607 240	0	0	0	0	0	0	0	0	0	0	0
6607 245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6608	100	0	0	0	0	0	0	0	0	0	0	0
6608	105	0	0	0	0	0	0	0	0	0	0	0
6608	110	0	0	0	0	0	0	0	0	0	-3	0
6608	115	0	0	0	0	0	0	0	0	-4	0	0
6608	120	0	0	0	0	0	0	0	0	0	20	0
6608	125	0	0	0	0	14	0	-20	0	-11	0	0
6608	130	0	0	0	-2	0	69	0	18	0	-30	0
6608	135	0	0	6	0	43	0	77	0	13	0	0
6608	140	0	-34	0	4	0	34	0	66	0	27	0
6608	145	0	0	-4	0	67	0	53	0	57	0	0
6608	150	0	-24	0	-74	0	56	0	71	0	0	0
6608	155	0	0	-102	0	45	0	27	0	42	0	0
6608	160	0	-21	0	-79	0	46	0	34	0	83	0
6608	165	0	0	-70	0	23	0	16	0	53	0	0
6608	170	0	-16	0	-68	0	19	0	71	0	-14	0
6608	175	0	0	-59	0	24	0	12	0	54	0	0
6608	180	0	-9	0	-50	0	34	0	59	0	13	0
6608	185	0	0	-14	0	-6	0	31	0	17	0	0
6608	190	0	-9	0	-5	0	19	0	20	0	55	0
6608	195	0	0	-6	0	-2	0	-2	0	3	0	0
6608	200	0	-2	0	6	0	11	0	7	0	42	0
6608	205	0	0	-5	0	-2	0	-1	0	12	0	0
6608	210	0	-1	0	10	0	0	0	0	0	-2	0
6608	215	0	0	-6	0	9	0	22	0	-5	0	0
6608	220	0	0	0	0	0	-10	0	-10	0	0	0
6608	225	0	0	0	0	0	0	21	0	-23	0	0
6608	230	0	0	0	0	0	4	0	-22	0	8	0
6608	235	0	0	0	0	0	0	-11	0	-19	0	0
6608	240	0	0	0	0	0	0	0	0	0	0	0
6608	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6609	100	0	0	0	0	0	0	0	0	0	0	0
6609	105	0	0	0	0	0	0	0	0	0	0	0
6609	110	0	0	0	0	0	0	0	0	0	7	0
6609	115	0	0	0	0	0	0	0	0	-24	0	0
6609	120	0	0	0	0	0	0	0	-27	0	-5	0
6609	125	0	0	0	0	7	0	1	0	29	0	0
6609	130	0	0	0	55	0	8	0	33	0	-16	0
6609	135	0	0	-29	0	8	0	22	0	69	0	0
6609	140	0	-30	0	-25	0	60	0	15	0	66	0
6609	145	0	0	-73	0	-27	0	56	0	67	0	0
6609	150	0	-32	0	-78	0	-18	0	14	0	36	0
6609	155	0	0	-45	0	-35	0	24	0	29	0	0
6609	160	0	-23	0	-95	0	38	0	1	0	100	0
6609	165	0	0	-34	0	13	0	12	0	17	0	0
6609	170	0	-28	0	-37	0	14	0	4	0	24	0
6609	175	0	0	-30	0	28	0	26	0	48	0	0
6609	180	0	-22	0	-73	0	36	0	15	0	-16	0
6609	185	0	0	-11	0	13	0	14	0	23	0	0
6609	190	0	-3	0	-78	0	42	0	15	0	33	0
6609	195	0	0	-11	0	25	0	12	0	13	0	0
6609	200	0	-23	0	-63	0	34	0	4	0	21	0
6609	205	0	0	-23	0	-4	0	11	0	7	0	0
6609	210	0	-23	0	-15	0	3	0	16	0	18	0
6609	215	0	0	-59	0	6	0	7	0	-20	0	0
6609	220	0	0	0	0	0	-1	0	40	0	-18	0
6609	225	0	0	0	0	0	0	14	0	-56	0	0
6609	230	0	0	0	0	0	3	0	-54	0	-18	0
6609	235	0	0	0	0	0	0	37	0	-59	0	0
6609	240	0	0	0	0	0	0	0	0	0	0	0
6609	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15	
6610	100	0	0	0	0	0	0	0	0	0	0	0
6610	105	0	0	0	0	0	0	0	0	0	0	0
6610	110	0	0	0	0	0	0	0	0	0	-25	0
6610	115	0	0	0	0	0	0	0	0	-23	0	0
6610	120	0	0	0	0	0	0	-11	0	1	0	0
6610	125	0	0	0	0	49	0	-14	0	0	0	0
6610	130	0	0	0	-5	0	17	0	60	0	9	0
6610	135	0	0	-73	0	78	0	15	0	13	0	0
6610	140	0	-69	0	-55	0	40	0	51	0	79	0
6610	145	0	0	-92	0	18	0	33	0	30	0	0
6610	150	0	-52	0	-42	0	-5	0	11	0	38	0
6610	155	0	0	-95	0	-3	0	4	0	45	0	0
6610	160	0	-79	0	-42	0	4	0	16	0	43	0
6610	165	0	0	-53	0	15	0	10	0	16	0	0
6610	170	0	-37	0	17	0	17	0	24	0	86	0
6610	175	0	0	-8	0	-1	0	3	0	41	0	0
6610	180	0	-37	0	-13	0	4	0	15	0	38	0
6610	185	0	0	28	0	13	0	1	0	45	0	0
6610	190	0	19	0	12	0	3	0	12	0	10	0
6610	195	0	0	4	0	2	0	8	0	23	0	0
6610	200	0	7	0	1	0	10	0	6	0	33	0
6610	205	0	0	1	0	6	0	-3	0	0	0	0
6610	210	0	-10	0	-1	0	3	0	21	0	-13	0
6610	215	0	0	-24	0	-6	0	4	0	1	0	0
6610	220	0	0	0	0	0	0	0	12	0	32	0
6610	225	0	0	0	0	0	0	-2	0	7	0	0
6610	230	0	0	0	0	0	-3	0	-2	0	46	0
6610	235	0	0	0	0	0	0	0	0	31	0	0
6610	240	0	0	0	0	0	0	0	0	0	0	0
6610	245	0	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6611	100	0	0	0	0	0	0	0	0	0	0
6611	105	0	0	0	0	0	0	0	0	0	0
6611	110	0	0	0	0	0	0	0	0	-8	0
6611	115	0	0	0	0	0	0	0	0	0	0
6611	120	0	0	0	0	0	0	9	0	17	0
6611	125	0	0	0	0	-12	0	10	0	63	0
6611	130	0	0	0	-72	0	-42	0	2	0	-14
6611	135	0	0	-39	0	-36	0	33	0	46	0
6611	140	0	-24	0	-55	0	-24	0	17	0	79
6611	145	0	0	-2	0	29	0	31	0	28	0
6611	150	0	-28	0	-29	0	12	0	60	0	51
6611	155	0	0	-50	0	16	0	17	0	-4	0
6611	160	0	3	0	48	0	11	0	31	0	40
6611	165	0	0	-3	0	22	0	0	0	-41	0
6611	170	0	40	0	50	0	41	0	10	0	-9
6611	175	0	0	32	0	29	0	-22	0	3	0
6611	180	0	-14	0	36	0	-5	0	5	0	13
6611	185	0	0	-27	0	13	0	-2	0	49	0
6611	190	0	-118	0	-21	0	35	0	-6	0	34
6611	195	0	0	-112	0	21	0	7	0	43	0
6611	200	0	-17	0	-65	0	41	0	22	0	79
6611	205	0	0	-39	0	-7	0	37	0	43	0
6611	210	0	-186	0	-82	0	-22	0	6	0	-14
6611	215	0	0	-264	0	-44	0	20	0	73	0
6611	220	0	0	0	0	0	11	0	-5	0	-14
6611	225	0	0	0	0	0	0	13	0	15	0
6611	230	0	0	0	0	0	-7	0	51	0	34
6611	235	0	0	0	0	0	0	21	0	77	0
6611	240	0	0	0	0	0	0	0	0	0	0
6611	245	0	0	0	0	0	0	0	0	0	0

MERIDIONAL COMPONENT OF TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6612	100	0	0	0	0	0	0	0	0	0	0	0
6612	105	0	0	0	0	0	0	0	0	0	0	0
6612	110	0	0	0	0	0	0	0	0	0	-11	0
6612	115	0	0	0	0	0	0	0	0	-17	0	0
6612	120	0	0	0	0	0	0	0	16	0	53	0
6612	125	0	0	0	0	17	0	15	0	46	0	0
6612	130	0	0	0	-202	0	45	0	16	0	62	0
6612	135	0	0	-100	0	-99	0	111	0	71	0	0
6612	140	0	-24	0	-113	0	-12	0	23	0	68	0
6612	145	0	0	-120	0	-133	0	117	0	54	0	0
6612	150	0	-81	0	-76	0	-27	0	33	0	38	0
6612	155	0	0	-128	0	-44	0	37	0	52	0	0
6612	160	0	46	0	-30	0	-44	0	57	0	10	0
6612	165	0	0	-94	0	-75	0	76	0	32	0	0
6612	170	0	-121	0	-8	0	-51	0	75	0	23	0
6612	175	0	0	-108	0	-148	0	12	0	15	0	0
6612	180	0	28	0	-38	0	7	0	84	0	38	0
6612	185	0	0	-223	0	-150	0	-9	0	2	0	0
6612	190	0	66	0	-39	0	-34	0	113	0	75	0
6612	195	0	0	-296	0	-187	0	-10	0	10	0	0
6612	200	0	-46	0	-124	0	42	0	42	0	112	0
6612	205	0	0	-157	0	-155	0	0	0	5	0	0
6612	210	0	-149	0	-227	0	30	0	-5	0	40	0
6612	215	0	0	-423	0	-48	0	27	0	22	0	0
6612	220	0	0	0	0	0	-16	0	-8	0	5	0
6612	225	0	0	0	0	0	0	6	0	18	0	0
6612	230	0	0	0	0	0	38	0	17	0	75	0
6612	235	0	0	0	0	0	0	53	0	23	0	0
6612	240	0	0	0	0	0	0	0	0	0	0	0
6612	245	0	0	0	0	0	0	0	0	0	0	0

Section V

Integrated Total Transport

INTEGRATED TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6601	100	0	0	0	0	0	0	0	0	0	0
6601	105	0	0	0	0	0	0	0	0	0	0
6601	110	0	0	0	0	0	0	0	0	0	0
6601	115	0	0	0	0	0	0	0	0	0	0
6601	120	0	0	0	0	0	0	0	0	-29	0
6601	125	0	0	0	0	0	0	0	-15	0	0
6601	130	0	0	0	0	0	0	-12	0	-89	0
6601	135	0	0	0	0	55	0	-54	0	-72	0
6601	140	0	0	0	130	0	-24	0	-34	0	-157
6601	145	0	0	97	0	123	0	-135	0	-131	0
6601	150	0	-39	0	196	0	-8	0	-79	0	-216
6601	155	0	0	241	0	178	0	-198	0	-173	0
6601	160	0	-43	0	241	0	19	0	-161	0	-293
6601	165	0	0	389	0	252	0	-236	0	-193	0
6601	170	0	36	0	287	0	70	0	-276	0	-383
6601	175	0	0	509	0	372	0	-287	0	-205	0
6601	180	0	180	0	339	0	162	0	-385	0	-429
6601	185	0	0	616	0	503	0	-356	0	-232	0
6601	190	0	347	0	399	0	294	0	-482	0	-443
6601	195	0	0	750	0	598	0	-375	0	-275	0
6601	200	0	440	0	481	0	368	0	-565	0	-467
6601	205	0	0	901	0	712	0	-364	0	-319	0
6601	210	0	437	0	600	0	362	0	-614	0	-503
6601	215	0	0	1040	0	831	0	-368	0	-342	0
6601	220	0	0	0	0	368	0	-637	0	-536	0
6601	225	0	0	0	0	0	-384	0	-353	0	0
6601	230	0	0	0	0	0	379	0	-649	0	-594
6601	235	0	0	0	0	0	0	-418	0	-385	0
6601	240	0	0	0	0	0	0	0	0	0	0
6601	245	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6602	100	0	0	0	0	0	0	0	0	0	0	0
6602	105	0	0	0	0	0	0	0	0	0	0	0
6602	110	0	0	0	0	0	0	0	0	0	0	0
6602	115	0	0	0	0	0	0	0	0	0	0	0
6602	120	0	0	0	0	0	0	0	0	0	-29	0
6602	125	0	0	0	0	0	0	0	0	-33	0	0
6602	130	0	0	0	0	0	0	0	-2	0	-73	0
6602	135	0	0	0	0	-8	0	-15	0	-87	0	0
6602	140	0	0	0	28	0	2	0	-16	0	-121	0
6602	145	0	0	15	0	-14	0	-25	0	-105	0	0
6602	150	0	17	0	62	0	1	0	-31	0	-165	0
6602	155	0	0	35	0	-56	0	-27	0	-86	0	0
6602	160	0	38	0	72	0	-7	0	-37	0	-187	0
6602	165	0	0	72	0	-161	0	-35	0	-59	0	0
6602	170	0	48	0	80	0	-43	0	-78	0	-246	0
6602	175	0	0	139	0	-301	0	-46	0	-75	0	0
6602	180	0	99	0	177	0	-133	0	-141	0	-343	0
6602	185	0	0	227	0	-405	0	-86	0	-129	0	0
6602	190	0	235	0	388	0	-223	0	-175	0	-417	0
6602	195	0	0	309	0	-417	0	-147	0	-188	0	0
6602	200	0	343	0	584	0	-267	0	-195	0	-483	0
6602	205	0	0	405	0	-353	0	-189	0	-240	0	0
6602	210	0	399	0	707	0	-294	0	-210	0	-577	0
6602	215	0	0	519	0	-302	0	-208	0	-260	0	0
6602	220	0	0	0	0	0	-309	0	-210	0	-672	0
6602	225	0	0	0	0	0	0	-209	0	-264	0	0
6602	230	0	0	0	0	0	-324	0	-214	0	-744	0
6602	235	0	0	0	0	0	0	-216	0	-276	0	0
6602	240	0	0	0	0	0	0	0	0	0	0	0
6602	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6603	100	0	0	0	0	0	0	0	0	0	0	0
6603	105	0	0	0	0	0	0	0	0	0	0	0
6603	110	0	0	0	0	0	0	0	0	0	0	0
6603	115	0	0	0	0	0	0	0	0	0	0	0
6603	120	0	0	0	0	0	0	0	0	0	14	0
6603	125	0	0	0	0	0	0	0	0	-32	0	0
6603	130	0	0	0	0	0	0	0	-16	0	-11	0
6603	135	0	0	0	0	1	0	-34	0	-106	0	0
6603	140	0	0	0	84	0	-35	0	-44	0	-75	0
6603	145	0	0	69	0	66	0	-60	0	-169	0	0
6603	150	0	103	0	160	0	-34	0	-74	0	-140	0
6603	155	0	0	148	0	102	0	-54	0	-208	0	0
6603	160	0	182	0	209	0	-50	0	-97	0	-186	0
6603	165	0	0	202	0	114	0	-46	0	-229	0	0
6603	170	0	177	0	206	0	-62	0	-121	0	-235	0
6603	175	0	0	188	0	113	0	-37	0	-245	0	0
6603	180	0	151	0	192	0	-52	0	-138	0	-278	0
6603	185	0	0	167	0	120	0	-33	0	-261	0	0
6603	190	0	144	0	192	0	-22	0	-136	0	-326	0
6603	195	0	0	178	0	127	0	-30	0	-280	0	0
6603	200	0	134	0	210	0	12	0	-144	0	-420	0
6603	205	0	0	211	0	132	0	-19	0	-293	0	0
6603	210	0	158	0	234	0	33	0	-175	0	-507	0
6603	215	0	0	303	0	159	0	-10	0	-297	0	0
6603	220	0	0	0	0	0	47	0	-197	0	-561	0
6603	225	0	0	0	0	0	0	-4	0	-298	0	0
6603	230	0	0	0	0	0	54	0	-203	0	-590	0
6603	235	0	0	0	0	0	0	-6	0	-307	0	0
6603	240	0	0	0	0	0	0	0	0	0	0	0
6603	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6604	100	0	0	0	0	0	0	0	0	0	0	0
6604	105	0	0	0	0	0	0	0	0	0	0	0
6604	110	0	0	0	0	0	0	0	0	0	0	0
6604	115	0	0	0	0	0	0	0	0	0	0	0
6604	120	0	0	0	0	0	0	0	0	0	-47	0
6604	125	0	0	0	0	0	0	0	0	-35	0	0
6604	130	0	0	0	0	0	0	0	-11	0	-77	0
6604	135	0	0	0	0	-15	0	-16	0	-75	0	0
6604	140	0	0	0	-3	0	-19	0	-21	0	-124	0
6604	145	0	0	-4	0	-23	0	-14	0	-84	0	0
6604	150	0	22	0	-20	0	-29	0	-14	0	-185	0
6604	155	0	0	-5	0	-44	0	-4	0	-78	0	0
6604	160	0	38	0	-26	0	-40	0	-19	0	-219	0
6604	165	0	0	11	0	-33	0	-27	0	-126	0	0
6604	170	0	57	0	1	0	-37	0	-39	0	-253	0
6604	175	0	0	48	0	16	0	-60	0	-212	0	0
6604	180	0	76	0	36	0	-7	0	-79	0	-312	0
6604	185	0	0	108	0	69	0	-62	0	-277	0	0
6604	190	0	73	0	63	0	16	0	-123	0	-360	0
6604	195	0	0	166	0	104	0	-61	0	-331	0	0
6604	200	0	73	0	84	0	15	0	-147	0	-469	0
6604	205	0	0	193	0	109	0	-70	0	-367	0	0
6604	210	0	84	0	92	0	11	0	-157	0	-624	0
6604	215	0	0	217	0	103	0	-74	0	-379	0	0
6604	220	0	0	0	0	0	10	0	-156	0	-727	0
6604	225	0	0	0	0	0	0	-75	0	-385	0	0
6604	230	0	0	0	0	0	2	0	-148	0	-780	0
6604	235	0	0	0	0	0	0	-79	0	-402	0	0
6604	240	0	0	0	0	0	0	0	0	0	0	0
6604	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6605 100	0	0	0	0	0	0	0	0	0	0	0
6605 105	0	0	0	0	0	0	0	0	0	0	0
6605 110	0	0	0	0	0	0	0	0	0	0	0
6605 115	0	0	0	0	0	0	0	0	0	0	0
6605 120	0	0	0	0	0	0	0	0	0	5	0
6605 125	0	0	0	0	0	0	0	0	-26	0	0
6605 130	0	0	0	0	0	0	0	-20	0	-11	0
6605 135	0	0	0	0	-54	0	-27	0	-74	0	0
6605 140	0	0	0	-21	0	-37	0	-56	0	-61	0
6605 145	0	0	56	0	-86	0	-71	0	-118	0	0
6605 150	0	11	0	6	0	-63	0	-107	0	-106	0
6605 155	0	0	104	0	-126	0	-80	0	-156	0	0
6605 160	0	19	0	50	0	-73	0	-131	0	-103	0
6605 165	0	0	142	0	-184	0	-77	0	-166	0	0
6605 170	0	23	0	72	0	-77	0	-137	0	-65	0
6605 175	0	0	171	0	-235	0	-83	0	-195	0	0
6605 180	0	26	0	91	0	-93	0	-150	0	-54	0
6605 185	0	0	189	0	-254	0	-96	0	-227	0	0
6605 190	0	30	0	113	0	-105	0	-165	0	-75	0
6605 195	0	0	194	0	-253	0	-107	0	-254	0	0
6605 200	0	31	0	132	0	-100	0	-176	0	-125	0
6605 205	0	0	194	0	-252	0	-101	0	-272	0	0
6605 210	0	32	0	137	0	-91	0	-187	0	-189	0
6605 215	0	0	192	0	-249	0	-90	0	-274	0	0
6605 220	0	0	0	0	0	-88	0	-192	0	-218	0
6605 225	0	0	0	0	0	0	-90	0	-273	0	0
6605 230	0	0	0	0	0	-97	0	-191	0	-221	0
6605 235	0	0	0	0	0	0	-94	0	-275	0	0
6605 240	0	0	0	0	0	0	0	0	0	0	0
6605 245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6606	100	0	0	0	0	0	0	0	0	0	0	0
6606	105	0	0	0	0	0	0	0	0	0	0	0
6606	110	0	0	0	0	0	0	0	0	0	0	0
6606	115	0	0	0	0	0	0	0	0	0	0	0
6606	120	0	0	0	0	0	0	0	0	0	-17	0
6606	125	0	0	0	0	0	0	0	0	6	0	0
6606	130	0	0	0	0	0	0	0	-44	0	-52	0
6606	135	0	0	0	0	-7	0	-20	0	-39	0	0
6606	140	0	0	0	1	0	-21	0	-92	0	-139	0
6606	145	0	0	3	0	34	0	-58	0	-113	0	0
6606	150	0	-1	0	7	0	-28	0	-107	0	-250	0
6606	155	0	0	5	0	87	0	-121	0	-207	0	0
6606	160	0	-4	0	17	0	4	0	-121	0	-305	0
6606	165	0	0	7	0	129	0	-195	0	-294	0	0
6606	170	0	-8	0	26	0	57	0	-140	0	-362	0
6606	175	0	0	8	0	171	0	-249	0	-348	0	0
6606	180	0	-10	0	32	0	112	0	-172	0	-454	0
6606	185	0	0	3	0	192	0	-256	0	-375	0	0
6606	190	0	-14	0	36	0	142	0	-202	0	-528	0
6606	195	0	0	3	0	195	0	-244	0	-391	0	0
6606	200	0	-17	0	32	0	148	0	-204	0	-590	0
6606	205	0	0	2	0	194	0	-244	0	-397	0	0
6606	210	0	-19	0	23	0	148	0	-205	0	-637	0
6606	215	0	0	-11	0	187	0	-243	0	-411	0	0
6606	220	0	0	0	0	0	147	0	-199	0	-655	0
6606	225	0	0	0	0	0	0	-243	0	-422	0	0
6606	230	0	0	0	0	0	150	0	-185	0	-674	0
6606	235	0	0	0	0	0	0	-252	0	-417	0	0
6606	240	0	0	0	0	0	0	0	0	0	0	0
6606	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6607	100	0	0	0	0	0	0	0	0	0	0	0
6607	105	0	0	0	0	0	0	0	0	0	0	0
6607	110	0	0	0	0	0	0	0	0	0	0	0
6607	115	0	0	0	0	0	0	0	0	0	0	0
6607	120	0	0	0	0	0	0	0	0	0	-7	0
6607	125	0	0	0	0	0	0	0	0	-16	0	0
6607	130	0	0	0	0	0	0	0	-3	0	-25	0
6607	135	0	0	0	0	-26	0	-19	0	-59	0	0
6607	140	0	0	0	-6	0	-30	0	-36	0	-89	0
6607	145	0	0	0	0	-66	0	-69	0	-80	0	0
6607	150	0	10	0	-24	0	-58	0	-85	0	-189	0
6607	155	0	0	-9	0	-121	0	-123	0	-98	0	0
6607	160	0	20	0	-16	0	-91	0	-139	0	-273	0
6607	165	0	0	9	0	-142	0	-159	0	-150	0	0
6607	170	0	31	0	13	0	-120	0	-173	0	-338	0
6607	175	0	0	33	0	-109	0	-168	0	-197	0	0
6607	180	0	34	0	41	0	-144	0	-201	0	-388	0
6607	185	0	0	38	0	-70	0	-178	0	-205	0	0
6607	190	0	37	0	55	0	-169	0	-238	0	-447	0
6607	195	0	0	37	0	-41	0	-204	0	-228	0	0
6607	200	0	44	0	61	0	-174	0	-270	0	-525	0
6607	205	0	0	33	0	-24	0	-228	0	-270	0	0
6607	210	0	48	0	64	0	-169	0	-301	0	-561	0
6607	215	0	0	31	0	-14	0	-222	0	-298	0	0
6607	220	0	0	0	0	0	-158	0	-321	0	-575	0
6607	225	0	0	0	0	0	0	-207	0	-324	0	0
6607	230	0	0	0	0	0	-151	0	-342	0	-596	0
6607	235	0	0	0	0	0	0	-199	0	-351	0	0
6607	240	0	0	0	0	0	0	0	0	0	0	0
6607	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6608	100	0	0	0	0	0	0	0	0	0	0	0
6608	105	0	0	0	0	0	0	0	0	0	0	0
6608	110	0	0	0	0	0	0	0	0	0	0	0
6608	115	0	0	0	0	0	0	0	0	0	0	0
6608	120	0	0	0	0	0	0	0	0	0	-9	0
6608	125	0	0	0	0	0	0	0	0	7	0	0
6608	130	0	0	0	0	0	0	0	-9	0	-3	0
6608	135	0	0	0	0	-22	0	-26	0	6	0	0
6608	140	0	0	0	-1	0	-44	0	-49	0	-2	0
6608	145	0	0	-1	0	-66	0	-84	0	-29	0	0
6608	150	0	16	0	25	0	-82	0	-115	0	-15	0
6608	155	0	0	33	0	-110	0	-121	0	-79	0	0
6608	160	0	29	0	79	0	-125	0	-165	0	-59	0
6608	165	0	0	88	0	-136	0	-140	0	-127	0	0
6608	170	0	39	0	132	0	-153	0	-216	0	-95	0
6608	175	0	0	129	0	-154	0	-153	0	-181	0	0
6608	180	0	46	0	174	0	-175	0	-279	0	-94	0
6608	185	0	0	153	0	-162	0	-173	0	-217	0	0
6608	190	0	51	0	193	0	-198	0	-317	0	-130	0
6608	195	0	0	159	0	-159	0	-186	0	-227	0	0
6608	200	0	55	0	193	0	-211	0	-330	0	-181	0
6608	205	0	0	162	0	-157	0	-184	0	-234	0	0
6608	210	0	56	0	188	0	-215	0	-333	0	-202	0
6608	215	0	0	166	0	-160	0	-194	0	-237	0	0
6608	220	0	0	0	0	-211	0	-328	0	-201	0	0
6608	225	0	0	0	0	0	-214	0	-223	0	0	0
6608	230	0	0	0	0	0	-209	0	-313	0	-205	0
6608	235	0	0	0	0	0	0	-218	0	-202	0	0
6608	240	0	0	0	0	0	0	0	0	0	0	0
6608	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6609	100	0	0	0	0	0	0	0	0	0	0
6609	105	0	0	0	0	0	0	0	0	0	0
6609	110	0	0	0	0	0	0	0	0	0	0
6609	115	0	0	0	0	0	0	0	0	0	0
6609	120	0	0	0	0	0	0	0	0	-1	0
6609	125	0	0	0	0	0	0	0	-2	0	0
6609	130	0	0	0	0	0	0	-3	0	10	0
6609	135	0	0	0	-6	0	-11	0	-51	0	0
6609	140	0	0	0	-11	0	-29	0	-26	0	-17
6609	145	0	0	33	0	1	0	-46	0	-120	0
6609	150	0	17	0	26	0	-47	0	-40	0	-70
6609	155	0	0	70	0	26	0	-82	0	-168	0
6609	160	0	33	0	89	0	-56	0	-47	0	-141
6609	165	0	0	95	0	34	0	-99	0	-191	0
6609	170	0	47	0	136	0	-79	0	-49	0	-206
6609	175	0	0	116	0	18	0	-116	0	-224	0
6609	180	0	61	0	175	0	-100	0	-58	0	-210
6609	185	0	0	129	0	2	0	-135	0	-259	0
6609	190	0	68	0	229	0	-133	0	-72	0	-219
6609	195	0	0	136	0	-13	0	-147	0	-277	0
6609	200	0	75	0	279	0	-165	0	-81	0	-247
6609	205	0	0	147	0	-21	0	-158	0	-288	0
6609	210	0	88	0	307	0	-181	0	-90	0	-268
6609	215	0	0	173	0	-22	0	-166	0	-281	0
6609	220	0	0	0	0	-182	0	-117	0	-268	0
6609	225	0	0	0	0	0	-176	0	-242	0	0
6609	230	0	0	0	0	-183	0	-110	0	-249	0
6609	235	0	0	0	0	0	-199	0	-185	0	0
6609	240	0	0	0	0	0	0	0	0	0	0
6609	245	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6610	100	0	0	0	0	0	0	0	0	0	0
6610	105	0	0	0	0	0	0	0	0	0	0
6610	110	0	0	0	0	0	0	0	0	0	0
6610	115	0	0	0	0	0	0	0	0	0	0
6610	120	0	0	0	0	0	0	0	0	12	0
6610	125	0	0	0	0	0	0	0	5	0	0
6610	130	0	0	0	0	0	0	-23	0	7	0
6610	135	0	0	0	-50	0	0	0	-8	0	0
6610	140	0	0	22	0	-24	0	-77	0	-39	0
6610	145	0	53	0	-88	0	-22	0	-30	0	0
6610	150	0	34	0	56	0	-39	0	-107	0	-100
6610	155	0	0	112	0	-94	0	-39	0	-68	0
6610	160	0	70	0	86	0	-39	0	-120	0	-142
6610	165	0	0	160	0	-99	0	-45	0	-98	0
6610	170	0	102	0	95	0	-48	0	-139	0	-209
6610	175	0	0	179	0	-105	0	-51	0	-127	0
6610	180	0	123	0	94	0	-57	0	-158	0	-274
6610	185	0	0	173	0	-109	0	-53	0	-170	0
6610	190	0	128	0	94	0	-60	0	-171	0	-299
6610	195	0	0	163	0	-115	0	-57	0	-204	0
6610	200	0	121	0	90	0	-66	0	-179	0	-322
6610	205	0	0	161	0	-118	0	-59	0	-216	0
6610	210	0	122	0	89	0	-71	0	-193	0	-332
6610	215	0	0	169	0	-118	0	-60	0	-216	0
6610	220	0	0	0	0	-73	0	-209	0	-342	0
6610	225	0	0	0	0	0	-61	0	-220	0	0
6610	230	0	0	0	0	-71	0	-213	0	-383	0
6610	235	0	0	0	0	0	-60	0	-239	0	0
6610	240	0	0	0	0	0	0	0	0	0	0
6610	245	0	0	0	0	0	0	0	0	0	0

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6611	100	0	0	0	0	0	0	0	0	0	0	0
6611	105	0	0	0	0	0	0	0	0	0	0	0
6611	110	0	0	0	0	0	0	0	0	0	0	0
6611	115	0	0	0	0	0	0	0	0	0	0	0
6611	120	0	0	0	0	0	0	0	0	0	-4	0
6611	125	0	0	0	0	0	0	0	0	-32	0	0
6611	130	0	0	0	0	0	0	0	-5	0	-6	0
6611	135	0	0	0	0	19	0	-19	0	-87	0	0
6611	140	0	0	0	45	0	28	0	-14	0	-39	0
6611	145	0	0	13	0	22	0	-48	0	-124	0	0
6611	150	0	14	0	75	0	33	0	-51	0	-107	0
6611	155	0	0	30	0	4	0	-70	0	-136	0	0
6611	160	0	21	0	69	0	23	0	-95	0	-154	0
6611	165	0	0	47	0	-11	0	-78	0	-113	0	0
6611	170	0	9	0	34	0	1	0	-115	0	-170	0
6611	175	0	0	38	0	-32	0	-68	0	-94	0	0
6611	180	0	2	0	3	0	-14	0	-123	0	-172	0
6611	185	0	0	36	0	-48	0	-57	0	-120	0	0
6611	190	0	39	0	-3	0	-27	0	-122	0	-197	0
6611	195	0	0	81	0	-62	0	-59	0	-166	0	0
6611	200	0	76	0	28	0	-60	0	-130	0	-255	0
6611	205	0	0	129	0	-67	0	-79	0	-210	0	0
6611	210	0	133	0	81	0	-68	0	-143	0	-289	0
6611	215	0	0	226	0	-47	0	-106	0	-268	0	0
6611	220	0	0	0	0	0	-64	0	-143	0	-275	0
6611	225	0	0	0	0	0	0	-121	0	-312	0	0
6611	230	0	0	0	0	0	-66	0	-165	0	-285	0
6611	235	0	0	0	0	0	0	-136	0	-358	0	0
6611	240	0	0	0	0	0	0	0	0	0	0	0
6611	245	0	0	0	0	0	0	0	0	0	0	0

LL

INTEGRATED TOTAL TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6612	100	0	0	0	0	0	0	0	0	0	0	0
6612	105	0	0	0	0	0	0	0	0	0	0	0
6612	110	0	0	0	0	0	0	0	0	0	0	0
6612	115	0	0	0	0	0	0	0	0	0	0	0
6612	120	0	0	0	0	0	0	0	0	0	-22	0
6612	125	0	0	0	0	0	0	0	0	-15	0	0
6612	130	0	0	0	0	0	0	0	-15	0	-83	0
6612	135	0	0	0	0	32	0	-57	0	-74	0	0
6612	140	0	0	0	113	0	-14	0	-34	0	-151	0
6612	145	0	0	70	0	124	0	-161	0	-137	0	0
6612	150	0	29	0	180	0	3	0	-61	0	-206	0
6612	155	0	0	149	0	193	0	-231	0	-191	0	0
6612	160	0	39	0	218	0	33	0	-104	0	-232	0
6612	165	0	0	220	0	240	0	-283	0	-233	0	0
6612	170	0	60	0	232	0	73	0	-168	0	-249	0
6612	175	0	0	284	0	328	0	-323	0	-257	0	0
6612	180	0	86	0	248	0	92	0	-245	0	-280	0
6612	185	0	0	390	0	445	0	-324	0	-266	0	0
6612	190	0	60	0	276	0	103	0	-340	0	-339	0
6612	195	0	0	555	0	577	0	-316	0	-272	0	0
6612	200	0	55	0	334	0	100	0	-415	0	-437	0
6612	205	0	0	700	0	711	0	-311	0	-280	0	0
6612	210	0	109	0	460	0	69	0	-433	0	-517	0
6612	215	0	0	885	0	791	0	-323	0	-294	0	0
6612	220	0	0	0	0	0	63	0	-427	0	-541	0
6612	225	0	0	0	0	0	0	-338	0	-314	0	0
6612	230	0	0	0	0	0	53	0	-431	0	-582	0
6612	235	0	0	0	0	0	0	-365	0	-334	0	0
6612	240	0	0	0	0	0	0	0	0	0	0	0
6612	245	0	0	0	0	0	0	0	0	0	0	0

Section VI
Integrated Geostrophic Transport

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6601	100	0	0	0	0	0	0	0	0	0	0	0
6601	105	0	0	0	0	0	0	0	0	0	0	0
6601	110	0	0	0	0	0	0	0	0	0	0	0
6601	115	0	0	0	0	0	0	0	0	0	0	0
6601	120	0	0	0	0	0	0	0	0	-34	0	0
6601	125	0	0	0	0	0	0	0	-17	0	0	0
6601	130	0	0	0	0	0	0	0	-13	0	-109	0
6601	135	0	0	0	0	58	0	-52	0	-78	0	0
6601	140	0	0	0	127	0	-16	0	-34	0	-198	0
6601	145	0	0	89	0	130	0	-126	0	-143	0	0
6601	150	0	-47	0	193	0	10	0	-79	0	-277	0
6601	155	0	0	228	0	191	0	-179	0	-188	0	0
6601	160	0	-60	0	239	0	49	0	-157	0	-370	0
6601	165	0	0	372	0	271	0	-202	0	-209	0	0
6601	170	0	11	0	285	0	115	0	-265	0	-472	0
6601	175	0	0	489	0	398	0	-232	0	-221	0	0
6601	180	0	147	0	338	0	226	0	-362	0	-529	0
6601	185	0	0	595	0	537	0	-278	0	-248	0	0
6601	190	0	307	0	399	0	377	0	-443	0	-553	0
6601	195	0	0	726	0	640	0	-273	0	-291	0	0
6601	200	0	393	0	481	0	467	0	-511	0	-584	0
6601	205	0	0	873	0	763	0	-246	0	-334	0	0
6601	210	0	384	0	603	0	474	0	-549	0	-625	0
6601	215	0	0	1009	0	889	0	-239	0	-356	0	0
6601	220	0	0	0	0	490	0	-568	0	-663	0	0
6601	225	0	0	0	0	0	-249	0	-367	0	0	0
6601	230	0	0	0	0	0	506	0	-578	0	-733	0
6601	235	0	0	0	0	0	0	-280	0	-403	0	0
6601	240	0	0	0	0	0	0	0	0	0	0	0
6601	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6602	100	0	0	0	0	0	0	0	0	0	0	0
6602	105	0	0	0	0	0	0	0	0	0	0	0
6602	110	0	0	0	0	0	0	0	0	0	0	0
6602	115	0	0	0	0	0	0	0	0	0	0	0
6602	120	0	0	0	0	0	0	0	0	-34	0	0
6602	125	0	0	0	0	0	0	0	0	-34	0	0
6602	130	0	0	0	0	0	0	0	-2	0	-90	0
6602	135	0	0	0	0	-7	0	-14	0	-92	0	0
6602	140	0	0	0	29	0	4	0	-16	0	-155	0
6602	145	0	0	15	0	-11	0	-24	0	-115	0	0
6602	150	0	16	0	65	0	3	0	-33	0	-209	0
6602	155	0	0	35	0	-50	0	-26	0	-100	0	0
6602	160	0	37	0	79	0	-4	0	-42	0	-240	0
6602	165	0	0	74	0	-151	0	-34	0	-79	0	0
6602	170	0	47	0	94	0	-39	0	-85	0	-316	0
6602	175	0	0	142	0	-283	0	-45	0	-106	0	0
6602	180	0	96	0	200	0	-124	0	-151	0	-439	0
6602	185	0	0	230	0	-374	0	-84	0	-172	0	0
6602	190	0	229	0	419	0	-206	0	-185	0	-540	0
6602	195	0	0	312	0	-371	0	-141	0	-239	0	0
6602	200	0	333	0	620	0	-239	0	-205	0	-629	0
6602	205	0	0	408	0	-296	0	-178	0	-295	0	0
6602	210	0	385	0	747	0	-257	0	-219	0	-741	0
6602	215	0	0	521	0	-238	0	-194	0	-316	0	0
6602	220	0	0	0	0	-268	0	-219	0	-847	0	0
6602	225	0	0	0	0	0	-194	0	-320	0	0	0
6602	230	0	0	0	0	0	-281	0	-223	0	-930	0
6602	235	0	0	0	0	0	0	-200	0	-336	0	0
6602	240	0	0	0	0	0	0	0	0	0	0	0
6602	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6603	100	0	0	0	0	0	0	0	0	0	0	0
6603	105	0	0	0	0	0	0	0	0	0	0	0
6603	110	0	0	0	0	0	0	0	0	0	0	0
6603	115	0	0	0	0	0	0	0	0	0	0	0
6603	120	0	0	0	0	0	0	0	0	0	10	0
6603	125	0	0	0	0	0	0	0	0	-33	0	0
6603	130	0	0	0	0	0	0	0	-15	0	-27	0
6603	135	0	0	0	0	5	0	-32	0	-111	0	0
6603	140	0	0	0	85	0	-29	0	-43	0	-113	0
6603	145	0	0	68	0	76	0	-53	0	-178	0	0
6603	150	0	100	0	162	0	-22	0	-72	0	-196	0
6603	155	0	0	147	0	117	0	-43	0	-219	0	0
6603	160	0	176	0	214	0	-34	0	-94	0	-255	0
6603	165	0	0	200	0	132	0	-33	0	-242	0	0
6603	170	0	169	0	212	0	-44	0	-117	0	-315	0
6603	175	0	0	186	0	132	0	-21	0	-259	0	0
6603	180	0	141	0	197	0	-33	0	-131	0	-370	0
6603	185	0	0	164	0	138	0	-14	0	-274	0	0
6603	190	0	133	0	196	0	-2	0	-124	0	-428	0
6603	195	0	0	173	0	145	0	-7	0	-293	0	0
6603	200	0	120	0	213	0	33	0	-127	0	-532	0
6603	205	0	0	204	0	150	0	8	0	-306	0	0
6603	210	0	141	0	236	0	56	0	-156	0	-626	0
6603	215	0	0	293	0	178	0	22	0	-310	0	0
6603	220	0	0	0	0	0	72	0	-176	0	-684	0
6603	225	0	0	0	0	0	0	30	0	-311	0	0
6603	230	0	0	0	0	0	81	0	-180	0	-716	0
6603	235	0	0	0	0	0	0	29	0	-320	0	0
6603	240	0	0	0	0	0	0	0	0	0	0	0
6603	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

INTEGRATED GEOSTROPHIC TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6605 100	0	0	0	0	0	0	0	0	0	0	0
6605 105	0	0	0	0	0	0	0	0	0	0	0
6605 110	0	0	0	0	0	0	0	0	0	0	0
6605 115	0	0	0	0	0	0	0	0	0	0	0
6605 120	0	0	0	0	0	0	0	0	0	4	0
6605 125	0	0	0	0	0	0	0	0	-25	0	0
6605 130	0	0	0	0	0	0	0	-18	0	-19	0
6605 135	0	0	0	0	-52	0	-26	0	-77	0	0
6605 140	0	0	0	-18	0	-35	0	-56	0	-87	0
6605 145	0	0	57	0	-81	0	-69	0	-131	0	0
6605 150	0	11	0	13	0	-61	0	-111	0	-152	0
6605 155	0	0	107	0	-118	0	-78	0	-179	0	0
6605 160	0	19	0	61	0	-70	0	-137	0	-164	0
6605 165	0	0	146	0	-173	0	-77	0	-197	0	0
6605 170	0	23	0	87	0	-74	0	-146	0	-135	0
6605 175	0	0	176	0	-221	0	-82	0	-231	0	0
6605 180	0	26	0	109	0	-90	0	-160	0	-133	0
6605 185	0	0	193	0	-239	0	-95	0	-268	0	0
6605 190	0	30	0	132	0	-101	0	-176	0	-165	0
6605 195	0	0	199	0	-237	0	-107	0	-298	0	0
6605 200	0	31	0	151	0	-95	0	-186	0	-225	0
6605 205	0	0	199	0	-235	0	-100	0	-317	0	0
6605 210	0	32	0	156	0	-85	0	-198	0	-296	0
6605 215	0	0	197	0	-232	0	-88	0	-320	0	0
6605 220	0	0	0	0	0	-82	0	-202	0	-328	0
6605 225	0	0	0	0	0	0	-87	0	-320	0	0
6605 230	0	0	0	0	0	-90	0	-201	0	-332	0
6605 235	0	0	0	0	0	0	-91	0	-323	0	0
6605 240	0	0	0	0	0	0	0	0	0	0	0
6605 245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6606	100	0	0	0	0	0	0	0	0	0	0	0
6606	105	0	0	0	0	0	0	0	0	0	0	0
6606	110	0	0	0	0	0	0	0	0	0	0	0
6606	115	0	0	0	0	0	0	0	0	0	0	0
6606	120	0	0	0	0	0	0	0	0	0	-17	0
6606	125	0	0	0	0	0	0	0	0	7	0	0
6606	130	0	0	0	0	0	0	0	-41	0	-59	0
6606	135	0	0	0	0	-6	0	-17	0	-42	0	0
6606	140	0	0	0	1	0	-18	0	-89	0	-167	0
6606	145	0	0	3	0	36	0	-52	0	-124	0	0
6606	150	0	-1	0	8	0	-19	0	-103	0	-310	0
6606	155	0	0	5	0	92	0	-111	0	-227	0	0
6606	160	0	-4	0	17	0	19	0	-118	0	-399	0
6606	165	0	0	7	0	136	0	-179	0	-321	0	0
6606	170	0	-8	0	26	0	79	0	-137	0	-481	0
6606	175	0	0	8	0	178	0	-227	0	-380	0	0
6606	180	0	-10	0	32	0	138	0	-168	0	-591	0
6606	185	0	0	3	0	200	0	-230	0	-409	0	0
6606	190	0	-14	0	36	0	170	0	-196	0	-677	0
6606	195	0	0	3	0	203	0	-215	0	-426	0	0
6606	200	0	-17	0	32	0	176	0	-198	0	-746	0
6606	205	0	0	2	0	202	0	-214	0	-432	0	0
6606	210	0	-19	0	24	0	176	0	-198	0	-796	0
6606	215	0	0	-11	0	196	0	-214	0	-446	0	0
6606	220	0	0	0	0	0	176	0	-191	0	-816	0
6606	225	0	0	0	0	0	0	-214	0	-456	0	0
6606	230	0	0	0	0	0	178	0	-177	0	-836	0
6606	235	0	0	0	0	0	0	-223	0	-450	0	0
6606	240	0	0	0	0	0	0	0	0	0	0	0
6606	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6607	100	0	0	0	0	0	0	0	0	0	0	0
6607	105	0	0	0	0	0	0	0	0	0	0	0
6607	110	0	0	0	0	0	0	0	0	0	0	0
6607	115	0	0	0	0	0	0	0	0	0	0	0
6607	120	0	0	0	0	0	0	0	0	0	-8	0
6607	125	0	0	0	0	0	0	0	0	-15	0	0
6607	130	0	0	0	0	0	0	0	-2	0	-36	0
6607	135	0	0	0	0	-24	0	-18	0	-63	0	0
6607	140	0	0	0	-4	0	-29	0	-39	0	-120	0
6607	145	0	0	1	0	-62	0	-69	0	-96	0	0
6607	150	0	10	0	-20	0	-57	0	-96	0	-246	0
6607	155	0	0	-6	0	-116	0	-125	0	-130	0	0
6607	160	0	21	0	-9	0	-89	0	-158	0	-363	0
6607	165	0	0	13	0	-134	0	-162	0	-198	0	0
6607	170	0	32	0	21	0	-116	0	-198	0	-460	0
6607	175	0	0	37	0	-98	0	-172	0	-258	0	0
6607	180	0	35	0	50	0	-138	0	-229	0	-532	0
6607	185	0	0	42	0	-57	0	-181	0	-274	0	0
6607	190	0	38	0	64	0	-160	0	-267	0	-610	0
6607	195	0	0	41	0	-26	0	-206	0	-306	0	0
6607	200	0	45	0	70	0	-163	0	-300	0	-708	0
6607	205	0	0	38	0	-8	0	-229	0	-354	0	0
6607	210	0	49	0	74	0	-157	0	-331	0	-760	0
6607	215	0	0	35	0	2	0	-221	0	-386	0	0
6607	220	0	0	0	0	0	-144	0	-349	0	-784	0
6607	225	0	0	0	0	0	0	-204	0	-414	0	0
6607	230	0	0	0	0	0	-136	0	-369	0	-810	0
6607	235	0	0	0	0	0	0	-193	0	-441	0	0
6607	240	0	0	0	0	0	0	0	0	0	0	0
6607	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6608 100	0	0	0	0	0	0	0	0	0	0	0
6608 105	0	0	0	0	0	0	0	0	0	0	0
6608 110	0	0	0	0	0	0	0	0	0	0	0
6608 115	0	0	0	0	0	0	0	0	0	0	0
6608 120	0	0	0	0	0	0	0	0	0	-10	0
6608 125	0	0	0	0	0	0	0	0	6	0	0
6608 130	0	0	0	0	0	0	0	-10	0	-12	0
6608 135	0	0	0	0	-21	0	-26	0	-3	0	0
6608 140	0	0	0	1	0	-43	0	-56	0	-27	0
6608 145	0	0	0	0	-61	0	-86	0	-54	0	0
6608 150	0	16	0	30	0	-80	0	-131	0	-70	0
6608 155	0	0	35	0	-100	0	-123	0	-122	0	0
6608 160	0	29	0	89	0	-121	0	-189	0	-144	0
6608 165	0	0	91	0	-121	0	-142	0	-187	0	0
6608 170	0	39	0	145	0	-146	0	-245	0	-208	0
6608 175	0	0	133	0	-135	0	-155	0	-256	0	0
6608 180	0	46	0	190	0	-167	0	-312	0	-232	0
6608 185	0	0	157	0	-139	0	-175	0	-306	0	0
6608 190	0	52	0	212	0	-188	0	-354	0	-287	0
6608 195	0	0	164	0	-135	0	-189	0	-324	0	0
6608 200	0	55	0	212	0	-201	0	-370	0	-350	0
6608 205	0	0	168	0	-133	0	-189	0	-335	0	0
6608 210	0	56	0	207	0	-206	0	-376	0	-376	0
6608 215	0	0	172	0	-136	0	-199	0	-340	0	0
6608 220	0	0	0	0	0	-202	0	-372	0	-376	0
6608 225	0	0	0	0	0	0	-220	0	-326	0	0
6608 230	0	0	0	0	0	-199	0	-358	0	-378	0
6608 235	0	0	0	0	0	0	-225	0	-304	0	0
6608 240	0	0	0	0	0	0	0	0	0	0	0
6608 245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6609	100	0	0	0	0	0	0	0	0	0	0	0
6609	105	0	0	0	0	0	0	0	0	0	0	0
6609	110	0	0	0	0	0	0	0	0	0	0	0
6609	115	0	0	0	0	0	0	0	0	0	0	0
6609	120	0	0	0	0	0	0	0	0	0	-3	0
6609	125	0	0	0	0	0	0	0	0	-3	0	0
6609	130	0	0	0	0	0	0	0	-3	0	0	0
6609	135	0	0	0	0	-5	0	-10	0	-56	0	0
6609	140	0	0	0	-10	0	-27	0	-26	0	-43	0
6609	145	0	0	33	0	5	0	-45	0	-130	0	0
6609	150	0	17	0	29	0	-41	0	-41	0	-116	0
6609	155	0	0	70	0	34	0	-79	0	-183	0	0
6609	160	0	32	0	94	0	-45	0	-48	0	-203	0
6609	165	0	0	96	0	48	0	-94	0	-209	0	0
6609	170	0	46	0	144	0	-64	0	-50	0	-281	0
6609	175	0	0	116	0	36	0	-110	0	-245	0	0
6609	180	0	60	0	186	0	-82	0	-59	0	-296	0
6609	185	0	0	130	0	25	0	-128	0	-286	0	0
6609	190	0	66	0	242	0	-112	0	-74	0	-316	0
6609	195	0	0	137	0	14	0	-141	0	-308	0	0
6609	200	0	73	0	295	0	-142	0	-85	0	-352	0
6609	205	0	0	148	0	9	0	-151	0	-321	0	0
6609	210	0	86	0	324	0	-157	0	-96	0	-378	0
6609	215	0	0	174	0	10	0	-160	0	-319	0	0
6609	220	0	0	0	0	-157	0	-126	0	-381	0	0
6609	225	0	0	0	0	0	-170	0	-284	0	0	0
6609	230	0	0	0	0	0	-158	0	-124	0	-362	0
6609	235	0	0	0	0	0	0	-195	0	-231	0	0
6609	240	0	0	0	0	0	0	0	0	0	0	0
6609	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6610 100	0	0	0	0	0	0	0	0	0	0	0
6610 105	0	0	0	0	0	0	0	0	0	0	0
6610 110	0	0	0	0	0	0	0	0	0	0	0
6610 115	0	0	0	0	0	0	0	0	0	0	0
6610 120	0	0	0	0	0	0	0	0	0	10	0
6610 125	0	0	0	0	0	0	0	0	2	0	0
6610 130	0	0	0	0	0	0	0	-25	0	-2	0
6610 135	0	0	0	0	-47	0	-1	0	-18	0	0
6610 140	0	0	0	25	0	-23	0	-81	0	-61	0
6610 145	0	0	54	0	-82	0	-22	0	-48	0	0
6610 150	0	33	0	64	0	-36	0	-113	0	-140	0
6610 155	0	0	115	0	-84	0	-39	0	-93	0	0
6610 160	0	70	0	97	0	-33	0	-127	0	-201	0
6610 165	0	0	163	0	-86	0	-45	0	-129	0	0
6610 170	0	102	0	108	0	-41	0	-147	0	-286	0
6610 175	0	0	184	0	-90	0	-50	0	-164	0	0
6610 180	0	123	0	108	0	-49	0	-167	0	-369	0
6610 185	0	0	178	0	-93	0	-52	0	-213	0	0
6610 190	0	128	0	109	0	-52	0	-181	0	-411	0
6610 195	0	0	169	0	-99	0	-57	0	-253	0	0
6610 200	0	121	0	105	0	-58	0	-191	0	-445	0
6610 205	0	0	167	0	-102	0	-60	0	-269	0	0
6610 210	0	122	0	105	0	-64	0	-206	0	-463	0
6610 215	0	0	175	0	-102	0	-61	0	-273	0	0
6610 220	0	0	0	0	0	-65	0	-224	0	-480	0
6610 225	0	0	0	0	0	0	-63	0	-281	0	0
6610 230	0	0	0	0	0	-64	0	-230	0	-532	0
6610 235	0	0	0	0	0	0	-62	0	-304	0	0
6610 240	0	0	0	0	0	0	0	0	0	0	0
6610 245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

		65	60	55	50	45	40	35	30	25	20	15
6611	100	0	0	0	0	0	0	0	0	0	0	0
6611	105	0	0	0	0	0	0	0	0	0	0	0
6611	110	0	0	0	0	0	0	0	0	0	0	0
6611	115	0	0	0	0	0	0	0	0	0	0	0
6611	120	0	0	0	0	0	0	0	0	0	-10	0
6611	125	0	0	0	0	0	0	0	0	-33	0	0
6611	130	0	0	0	0	0	0	0	-5	0	-24	0
6611	135	0	0	0	0	19	0	-18	0	-92	0	0
6611	140	0	0	0	45	0	30	0	-14	0	-75	0
6611	145	0	0	12	0	24	0	-45	0	-135	0	0
6611	150	0	14	0	76	0	37	0	-52	0	-159	0
6611	155	0	0	29	0	8	0	-67	0	-156	0	0
6611	160	0	21	0	71	0	28	0	-100	0	-220	0
6611	165	0	0	47	0	-6	0	-76	0	-141	0	0
6611	170	0	9	0	38	0	5	0	-125	0	-245	0
6611	175	0	0	39	0	-27	0	-69	0	-127	0	0
6611	180	0	2	0	8	0	-11	0	-135	0	-256	0
6611	185	0	0	39	0	-43	0	-58	0	-157	0	0
6611	190	0	39	0	4	0	-24	0	-135	0	-294	0
6611	195	0	0	84	0	-54	0	-61	0	-207	0	0
6611	200	0	76	0	38	0	-55	0	-143	0	-370	0
6611	205	0	0	133	0	-55	0	-81	0	-255	0	0
6611	210	0	132	0	93	0	-60	0	-157	0	-421	0
6611	215	0	0	230	0	-32	0	-106	0	-319	0	0
6611	220	0	0	0	0	0	-52	0	-158	0	-424	0
6611	225	0	0	0	0	0	0	-121	0	-371	0	0
6611	230	0	0	0	0	0	-52	0	-182	0	-455	0
6611	235	0	0	0	0	0	0	-136	0	-429	0	0
6611	240	0	0	0	0	0	0	0	0	0	0	0
6611	245	0	0	0	0	0	0	0	0	0	0	0

INTEGRATED GEOSTROPHIC TRANSPORT

	65	60	55	50	45	40	35	30	25	20	15
6612 100	0	0	0	0	0	0	0	0	0	0	0
6612 105	0	0	0	0	0	0	0	0	0	0	0
6612 110	0	0	0	0	0	0	0	0	0	0	0
6612 115	0	0	0	0	0	0	0	0	0	0	0
6612 120	0	0	0	0	0	0	0	0	0	-27	0
6612 125	0	0	0	0	0	0	0	0	-17	0	0
6612 130	0	0	0	0	0	0	0	-15	0	-102	0
6612 135	0	0	0	0	37	0	-54	0	-80	0	0
6612 140	0	0	0	113	0	-4	0	-34	0	-191	0
6612 145	0	0	67	0	136	0	-151	0	-147	0	0
6612 150	0	25	0	181	0	24	0	-59	0	-267	0
6612 155	0	0	144	0	212	0	-212	0	-203	0	0
6612 160	0	31	0	219	0	64	0	-100	0	-309	0
6612 165	0	0	213	0	263	0	-254	0	-246	0	0
6612 170	0	48	0	233	0	115	0	-160	0	-339	0
6612 175	0	10	275	0	354	0	-283	0	-271	0	0
6612 180	0	68	0	249	0	145	0	-231	0	-380	0
6612 185	0	0	377	0	474	0	-271	0	-280	0	0
6612 190	0	35	0	276	0	168	0	-319	0	-448	0
6612 195	0	0	537	0	611	0	-249	0	-286	0	0
6612 200	0	21	0	334	0	176	0	-388	0	-555	0
6612 205	0	0	676	0	751	0	-235	0	-293	0	0
6612 210	0	67	0	461	0	155	0	-402	0	-643	0
6612 215	0	0	856	0	837	0	-243	0	-308	0	0
6612 220	0	0	0	0	0	155	0	-395	0	-678	0
6612 225	0	0	0	0	0	0	-256	0	-332	0	0
6612 230	0	0	0	0	0	148	0	-402	0	-741	0
6612 235	0	0	0	0	0	0	-284	0	-367	0	0
6612 240	0	0	0	0	0	0	0	0	0	0	0
6612 245	0	0	0	0	0	0	0	0	0	0	0